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Canada. Trade and Commerce, Dept. of

(CANADA
DEPARTMENT OF TRADE AND COMMERCE)

COMMERCIAL INTELLIGENCE
JOURNAL

VOLUME LXXV

JULY - DECEMBER, 1946.

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COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, JULY 6, 1946

Railroad Reconstruction Features Five-Year Plan in the U.S.S.R.

By European Section, Foreign Trade Service

The blueprint for railroad development in the Soviet Union is not to be found in such utopian forecasts for public consumption as that concerning new passenger cars which are, according to a recent news item, "covered with carpets and fitted out in plush and silk", while "for the convenience of passengers there are barber shops, showers and tailoring shops". Nor do statements concerning the present Five Year Plan for transport, such as that made in the *Moscow News*, that "for the convenience of tourists we shall turn out observation cars with two stories, the upper one encased in glass to afford a perfect view of the landscape", bear any relation to present conditions. The situation facing the Soviet authorities is to be found in an analysis of the actual decree of the Plan and in the more sober utterances of the Minister of Railways of the U.S.S.R.

A comparison of the new Plan with the decree for the 1937 Plan reveals completely different emphasis, so far as railroad transport is concerned, which cannot be accounted for by the present additional task of restoration of war damage. In the 1937 plan for railway transport, priority was given to "the elimination of accidents and the strict observance of freight traffic charts and passenger traffic schedules", which in that troubled year was linked with the object of "eliminating the consequences of wrecking activities". The total capital investment for railroads was fixed at 5,553,100,000 roubles, and new railway lines to a total length of 1,167 kilometres were to be put into operation. The present plan for railroad transport provides for a capital investment of 40,100,000,000 roubles and, in addition to the reconstruction of the railway network in the devastated areas, new railway lines with a total length of 7,230 kilometres are to be built, 3,550 kilometres of them in Siberia. The Plan provides for an increase in the average daily loading of cars to 115,000 and a freight carriage of about 532,000 million ton-kilometres, or 28 per cent above the pre-war level.

Some idea of the extent of wartime destruction is given by figures published in the report of the Extraordinary State Commission. No less than twenty-six trunk lines were put out of action, and eight were partly damaged; 65,000 kilometres of railway lines were destroyed as well as 13,000 bridges with a total length of about 300 kilometres. It is stated that the Germans demolished, damaged or took away 15,800 locomotives and 428,000 railroad cars. Conflicting figures and percentages released by Soviet authorities during the past few months make it impossible to estimate the amount of temporary or permanent restoration work that has been carried out thus far. While restoration of railroad facilities has undoubtedly received the highest priority, the words of the Minister of Railways, when he stated at the end of 1945 that, despite the most strenuous efforts, "the railways economy which was subjected to occupation is not substantially restored", are most significant.

Separate Railroad Districts Established

The necessity for a reorientation of railroad transport to conform with the general long-range plan for the development of the Soviet economy is underlined by the formation of separate railroad districts for the Urals, Siberia, the Volga area and the Donbass. As a result of the changes in the distribution of industrial production carried out during the war and consequent change in the volume and level of transport in various districts, a drastic increase is required in the proportion of transport allotted to the Urals and Siberia and in the preparation of transport for future loads, which will exceed the pre-war levels on the railways of the Donbass and Krivoi Rog and on the lines connecting the Baltic ports with the central districts.

It has been admitted that since the end of the war railway transport in some areas has consistently lagged behind the development of the rest of the economy. This lag, understandably enough, has been particularly noticeable in the development of the railways of the Urals and those linking the Kuzbass-Urals combine. It is stated that the average volume of traffic in the Urals and Siberia in 1940 was 68 per cent above the average for the whole railway network, whereas the cost of permanent construction on these lines was 10 per cent below that for the whole network. The war years widened this discrepancy still further. Between 1940 and 1944 freight carried on the Urals and Siberian lines increased by 21 per cent and has continued to increase since the war to meet demands for reconstruction. Freight loads from the Kuznetsk and Karaganda basins, in particular, have shown an increase.

The restoration of the southern coal and metallurgical base and the further growth in over-all industrial production called for by the new Plan will result in a considerable increase in goods traffic. This increase will be augmented by reparations and imports from the west, particularly of Silesian coal. The current emphasis on the development of oil production in the Volga area and a closer economic relationship between that area and the Urals will also affect the level of traffic.

Main Emphasis on Improvement

The main emphasis in the Plan is not so much on the spectacular building of any new trunk lines as on the improvement and strengthening of lines previously laid down or projected, and on the completion of the network in the new industrial areas by double tracking, electrification and by the construction of local and feeder systems. One of the basic requirements of the railway system in the Soviet Union is an improved and heavier track. The average weight of one metre of rails on the main lines of the Soviet Union is said to be 36.6 kilograms, whereas in Germany it is 42 kilograms; in France, 44 kilograms; and in the United States, 47 kilograms. A heavier type of rail will ensure greater traffic safety, make it possible to increase the axle load, increase the speed of traffic and the weight of trains, and save metal, since the proportion of wear will be reduced. Accordingly the Plan provides that some 60,000 kilometres of railway track must be replaced with rails of a heavier type. Such replacement will necessarily involve an improvement in the roadbed. The low production of crushed stones and gravel needed for improvement of the roadbed is giving the railroad authorities no little concern. It is estimated, for example, that over 40 per cent of the main track of the important South Urals line lies on sand ballast of poor quality, while in the whole of the Soviet Union 73 per cent of the total length of track is on sand ballast and only 8 per cent on rubble or gravel.

In his speech that preceded the adoption of the Five Year Plan by the Supreme Soviet, Mr. Vozvesensky, Chairman of the Gosplan, emphasized that the objectives of the plan for railroad transport were to be accomplished "primarily by the introduction of electric and Diesel locomotives on a number of railroads". Operational experience in the Soviet Union has proved the efficiency of electrical power as compared with steam on heavily loaded lines, as well as in mountainous areas and in areas lacking water or with a severe climate. It is said that electricity, as compared with steam, will increase the transporting capacity of single-track railways by approximately 200 per cent and that of double-track lines from 150 to 170 per cent. Another consideration which makes electrification most attractive to Soviet authorities is the saving of about 60 per cent of fuel in comparison with steam locomotives, together with a possible reduction of 25 per cent in staff and 30 per cent in maintenance costs.

Extensive Electrification Planned

All factors considered, it is most reasonable that priority is being given the electrification of railways in the Urals and Western Siberia. Work has already been started on the electrification of one of the most active freight sections of the North Urals Railroad, the Goroblagodatsk-Nadezhdinsk-Bogoslovsk line. This new section, 242 kilometres in length, will join the electrified Sverdlovsk-Chusovskaya-Perm line, thereby forming a through electrified main line from Sverdlovsk to Bogoslovsk, with a total length of about 440 kilometres. The electrification of the Rion-Tkvibuli line, running through difficult mountainous country, will be an important factor in reducing the freight bottleneck of the Transcaucasian railroad. On the Moscow-Kursk line, the electrified section will be lengthened from Podolsk to Krivno, and, on the so-called Western Railroad, from Setuni to Odintsovo. On the South Urals Railroad, electrification of 159 kilometres of the Zlatoust-Kropachevo section has begun. Work on the electrification of the main line between Novosibirsk and Omsk for a distance of 640 kilometres will be started this year. During the next few years the entire Kuzbass-Chelyabinsk route, uniting the Urals with Siberia, will be electrified, providing for a sharp increase in the freight haulage for the coal and metallurgical bases of the east. Communication between the Karaganda coal basin and the South Urals will be strengthened by the completion of the Karaganda-Kartaly electrified line. The line between Baikal and Berdyansh will be converted to electricity in order to improve service to the large mines of Baikal, where the output of ore is to be doubled during the next five years. Of more than local interest is the announcement that during the 1946-50 period it is planned to electrify the suburban parts of all the lines of the Moscow system for a distance of 40 to 50 kilometres from the capital.

Diesel Locomotives Adopted

The Plan lays particular stress on the advantages of the use of Diesel locomotives over steam locomotives in certain areas. Not only do Diesel locomotives use only about one-quarter the amount of fuel required by steam engines, but their ability to make runs of over 800 kilometres without taking on water or fuel makes possible a reduction in the number of maintenance depots and thus cuts operating costs, improves the despatching of trains and speeds up the turnover in rolling-stock. The use of Diesel locomotives is to be introduced first of all on several lines in the Caspian plan, in Central Asia, and in the Northern Caucasus and in the Volga area, where a heavy increase in oil production is projected under the Five Year Plan.

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Production of Pectin in Ireland

By E. L. McColl, Canadian Trade Commissioner

Dublin, June 18, 1946.—Up to the outbreak of war considerable quantities of pectin, both in liquid and dry form, were consumed here. Canada enjoyed much of this trade, and the users here held the Canadian product in high esteem. Commencing with the outbreak of war in 1939, supplies of all kinds of pectin to this market virtually ceased, and the local jam manufacturers, who are the chief purchasers, were placed in an awkward position.

About 1941, the cider-making firm of Bulmer-Magner, Limited, of Clonmel, Tipperary, formed a subsidiary company called Pectin, Limited, Clonmel, for the production and sale of pectin, and in the following year some supplies were secured from home-grown apples. The strength of the Irish pectin is about half that of the Canadian type. The entire output of the Clonmel firm is only able to meet about half the pre-war domestic market. In order to provide a unit convenient to the housewife for jam-making, the local plant put up half-pint bottles under the brand name "Pexicon". There is, however, not much sale for this, owing to the acute shortage of sugar for domestic jam-making, caused by rationing. Apart from that marketed as "Pexicon", the entire output of Pectin, Limited, goes to the jam factories in bulk quantity, packed in wooden barrels of from 40 to 50 gallons each. When the manufacture of this product was contemplated, the principal jam manufacturers were circularized and asked to state how much pectin they would likely require for their annual needs. It is on the basis of these returns that they now get their supplies.

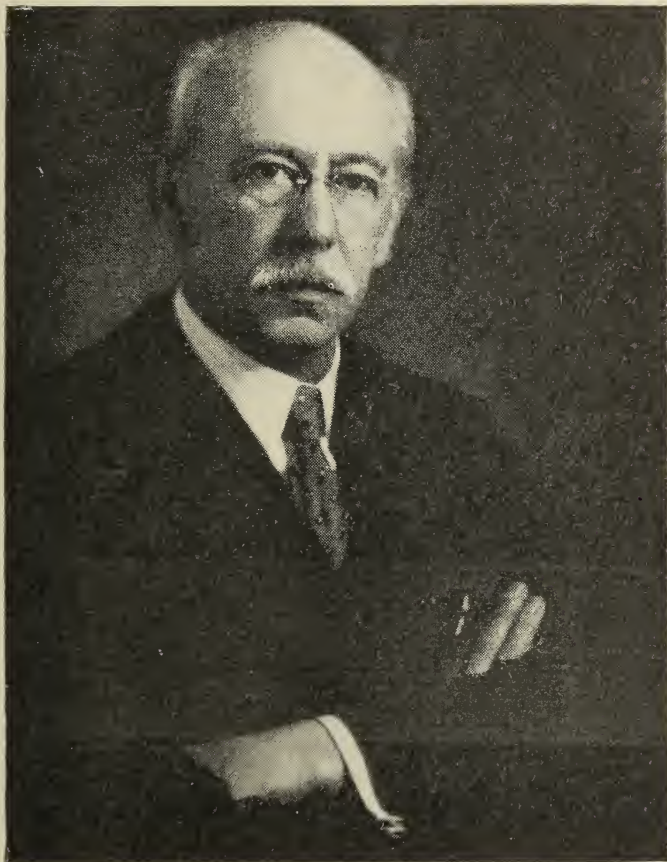
Before the war fairly considerable quantities of liquid pectin were purchased from Canada and Great Britain. Some was also obtained from California, chiefly in powder form, and of the citrus variety. One purchaser here stated that the powder form was very convenient, as it was not bulky and the concentration could be regulated to meet varied needs. The liquid was, as a rule, packed in from 40 to 50-gallon wood casks, while the powder usually arrived in kegs of from one to two hundredweight each.

Canadian Product in Demand

Detailed statistics covering the production and imports of pectin for this market are not available, since such figures are not compiled separately. It was, however, learned that the Clonmel company's output for 1943 was in the neighbourhood of 185 long tons. The cost of pectin prevailing at present here is about 40 shillings per cwt. (112 lbs.) to the jam manufacturers. The estimated annual requirements for this country are between 300 and 500 long tons. A licence for the import of pectin must be obtained from the Department of Agriculture, and can be secured by any Irish firm, which is able to show that sufficient supplies of the home-produced article are not available.

If any Canadian firms are in a position to supply this country's present needs for pectin, preferably in liquid form, they should provide this office with full details and prices, so that the necessary information may be brought to the attention of importers here. Canadian-manufactured pectin is well-known in this market, and, should exports be available, a ready outlet awaits them.

F. E. Bawden, O.B.E., Retires



Shipping men from coast to coast in Canada and many others in all parts of the world will be interested to learn of the retirement last Saturday of Francis Ernest Bawden, O.B.E., Director of Trade Routes and Steamship Subsidies in the Department of Trade and Commerce. Telegrams and letters already received testify to the esteem in which this civil servant is held, and to the assistance rendered by him over a period of forty-one years in expanding the trade of this country. Few men have been more closely concerned with the provision of steamship services for the carriage of Canadian mails and commodities to distant corners of the globe, in the coastal and lake trades and for the importation of those raw materials required by industry in this Dominion, such having been his principal responsibility for the last thirty years.

Ship Subsidies Total, \$71,364,113

As an indication of the assistance rendered the commercial community by these various services, Mr. Bawden revealed that subsidies

totalling \$71,364,113 had been paid by the Canadian Government since 1892, when the Department of Trade and Commerce was established by order in council and first assumed responsibility for such payments. This figure is comprised of \$31,493,773 made available for services on the Atlantic, \$19,570,479 for services on the Pacific and \$20,299,859 for coastal services. During the calendar year 1916—a war year—disbursements amounted to approximately \$265,000, which may be compared with \$413,938 in 1892, with \$979,791 in the last fiscal year and with the peak figure of \$2,993,726 in the 1931-32 fiscal year.

Mr. Bawden was born in Kidderminster, England, on July 13, 1879, and came to this country in 1894, when he joined the staff of the Kingston and Pembroke Railway, now a section of the Canadian Pacific Railway. He was later employed by the Ottawa and New York Railway Construction Company, the Ottawa and New York Railway and the Rathbun Lumber Company, of Deseronto, Ont. It was in December, 1904, that he became associated with the Department of Trade and Commerce, though he passed a qualifying examination two years previously. Of two positions available, he elected one in the filing room, of which he took charge, and was thereby enabled to familiarize himself with the various operations of the department.

Fifteen Personnel on Staff

There were between fifteen and twenty personnel then on the staff. Mr. Bawden explained in the course of an interview, and the departmental offices extended from the front door of the West Block to the present office of the Deputy Minister, a distance of little more than one hundred and fifty feet. Thus, he has lived to see remarkable expansion in accordance with the increasing requirements of this Dominion, as one of the foremost trading nations of the world. The total external trade of Canada in 1904, when he first joined the department, had a value of \$441,650,067, compared with one of \$4,804,105,495 in 1945. There were in 1904 only fourteen "Commercial Agents", as they were then called, representing the department abroad. Three years later, in 1907, the "Canadian Trade Commissioner Service" was established, being steadily expanded until to-day, when there are thirty-eight senior officers and a number of assistant trade commissioners in twenty-seven separate areas around the world, as listed on the last two pages of this Journal.

When, in 1914, it was necessary to secure priorities for materials unobtainable in Canada and manufactured in Great Britain, such as high quality wire rope, certain electrical equipment, watertube boilers and high speed steel for tools that could not even be secured in the United States, Mr. Bawden was required to handle the applications, as assistant priority officer, under the direction of F. C. T. O'Hara, then deputy minister. Two years later, when the priority system was surrendered to the War Trade Board, he was charged with the full responsibility for steamship subsidies.

Subsidies Stimulate Trade

These subsidies, declared Mr. Bawden, provide for the establishment and operation of services that would not otherwise be available to the Canadian exporter. He mentioned as an outstanding example that provided by the Elder Dempster Company, Limited, which inaugurated a service to South Africa in 1904, thereby contributing in large measure to the development of trade with the Union. This has now reached the stage where a fortnightly service can be maintained on a self-supporting basis. Another example is that of the Canadian Transport Company, Limited,

which was induced to make calls at ports in the British West Indies and the north coast of South America en route from Vancouver to Great Britain. This service was inaugurated in 1927, and in 1935 a total of 12,428 tons of cargo and 6,742,781 feet of lumber were carried, including a wide variety of forest products, fish products, paper products, and agricultural products of British Columbia for which markets of the Caribbean were made available, and also Oriental goods transhipped in Vancouver. On the other hand, there were some failures, including a service inaugurated in 1930 to ports in the Mediterranean and British East Africa, for which a subsidy of \$160,000 was paid. This was abandoned at the end of a year, insufficient advantage of the facilities having been taken by Canadian shippers. Another was a service inaugurated in 1929 to Brazil, Uruguay and Argentina, from which insufficient return cargo could be secured to justify its continuation for more than two years. However, it may have laid the foundation of a lucrative trade that is now being rapidly expanded.

Served on Canada-B.W.I. Conference

Mr. Bawden was assistant secretary of the Canada-British West Indies Conference, which was held in Ottawa in 1925 to consider the establishment of closer commercial relations with Bermuda and islands of the Caribbean. Under the agreement made following this conference, Canada undertook to provide a regular steamship service to the various islands. In this connection, Mr. Bawden was a member of the committee that determined the size, character and general plan of the five famous "Lady" boats, only two of which have survived enemy action during the last war.

In April, 1929, Mr. Bawden was appointed Secretary of the Department, while continuing his supervision of steamship subsidies, and three years later became Director of Trade Routes and Steamship Subsidies, from which position he now retires. In 1938, he was a member of the Emergency Legislation Committee that drew up the Defence of Canada Regulations. On the outbreak of war he was appointed chairman of the Ship Licensing Board, and three months later a member and subsequently vice-chairman of the Canadian Shipping Board, which controlled all Canadian ships over 100 tons gross, including those on the Great Lakes. As recently as June 1, 1946, the board was responsible for the movements of 152 ocean-going ships of over one thousand tons, the majority being of 10,000 tons gross.

Mr. Bawden was a member in 1943 of the Advisory Committee on Civil Aviation, which recommended the establishment of the present Air Transport Board. On the subject of aviation, he expressed the opinion that air services would contribute materially to the development of trade without interfering in any way with the operation of steamship services. In fact, when discussing this situation with leading steamship executives at the American Merchant Marine Conference in New York, in 1944, he was told that they welcomed air services as a means of stimulating commercial relations.

In contemplating the future of the Department, in which he served so long and faithfully, Mr. Bawden remarked: "It is expanding along new lines, embracing special facilities that should enable officers of the department to function more smoothly as an efficient team. We should not now fail to grasp many opportunities for the development of our trade that we had to let slip in the past, due to the lack of sufficient personnel to perform tasks that were then and are now even more essential to the ordered progress of this country."

Trade Commissioners On Tour In Canada

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce.

Calgary—Calgary Board of Trade.

Edmonton—Canadian Manufacturers' Association.

Fort William—Fort William Chamber of Commerce.

Halifax—Halifax Board of Trade.

Montreal—Montreal Board of Trade.

Quebec City—Quebec Board of Trade.

Saint John—Saint John Board of Trade.

Toronto—Canadian Manufacturers' Association.

Vancouver—Canadian Manufacturers' Association.

Victoria—Trade Commissioner's Office, Department of Trade and Industry.

L. H. Ausman, formerly Trade Commissioner at New York, has been appointed trade commissioner at Leopoldville, Belgian Congo, where he will open a new office. His territory will include Angola, Kenya, Tanganyika and Uganda. Maurice Bélanger, Commercial Secretary, Canadian Embassy, Rio de Janeiro, Brazil, has just returned to Canada and commenced his tour. J. P. Manion, who has recently returned from a trade mission to North Africa, Switzerland and Italy, has been appointed Trade Commissioner at Rome, to which the office previously located in Milan is being transferred. His territory includes Malta. T. J. Monty, formerly Trade Commissioner at Los Angeles, is being transferred to Athens, Greece. His territory will include Turkey. Their itineraries are as follows:—

L. H. Ausman

(Appointed Trade Commissioner at Leopoldville)

Vancouver—July 9 to 15.

Victoria—July 17 to 18.

Calgary—July 24.

Maurice Belanger

(Commercial Secretary, Canadian Embassy, Rio de Janeiro)

Toronto—July 8 to 11.

Montreal—July 15 to 20.

Halifax—July 22 to 24.

J. P. Manion

(Appointed Trade Commissioner at Rome)

Ottawa—July 10 to 13.

Montreal—July 15 to 24.

Quebec City—July 25 to 26.

Halifax—July 30.

Saint John—August 1.

T. J. Monty

Montreal and Granby—July 2 to 13.

Coaticook, St. Hyacinthe, Thetford Mines.

Quebec City—July 15 and 16.

Halifax—July 18 and 19.

Ship Harbour, Pictou.

Saint John—July 20.

Chatham, Shediac.

Ottawa—July 22 to 24.

Toronto—July 25 to August 3.

Weston, Oshawa, Ayr.

Hamilton—August 6 and 7.

Niagara Falls, Welland.

London—August 8.

Woodstock.

Brantford—August 9.

Kitchener—August 10.

Galt, Guelph.

Air Mail Service to Europe and Antipodes Aids Trade

Canada entered her 80th year of Confederation with the provision of seven air mail departures a week from Montreal to the United Kingdom, thereby furnishing the commercial community of this country with the most modern facilities for communicating with agents and other correspondents in Europe, Africa, Asia and the Antipodes. Effective last Monday, a departure is scheduled for every day in the week, flights being made from Dorval airport by planes of Trans-Canada Air Lines or the British Overseas Airways Corporation.

Connections will be made in Great Britain, through established air lines, with most countries in Europe. So frequent is the service to Africa, Asia and the Antipodes that it is possible to send a letter from Canada to Capetown in six days, and from Montreal to Melbourne in a minimum of ten days. The time of transit between Winnipeg and Wellington, New Zealand, is approximately eleven days, depending on weather conditions. With the establishment of a direct service from Vancouver to the Antipodes, this time should be materially reduced, though it is claimed that few business men have cause for complaint with the present rate of communication.

Air mail connections with Bermuda, the West Indies, Cuba, Central and South America are furnished by air lines of the United States, the majority of these services being maintained on a daily basis. Mail may also be despatched to Hawaii, Guam, the Philippines and to China over United States air lines.

It is interesting to note that Canadians are being furnished with cheaper air mail transportation to points in Africa, Asia and Australia, than are residents of the United States, the cost of sending a letter weighing no more than a half ounce from this country to all parts of Africa, countries in Asia and to Oceania, including Australia, New Zealand and many islands of the South Pacific, being fifty cents. The rate from points in the United States ranges from sixty to seventy cents per half ounce. On the other hand, the cost of sending a letter from Canada to

points in Central and South America is calculated on a quarter ounce, as compared with a half-ounce minimum available to residents in the United States.

Air Mail Rates

Air mail rates, with the approximate transit times from Montreal, the international mail distribution centre for Canada, and the frequency of scheduled services, are as follows:—

<i>Destination</i>	<i>Rate</i>	<i>Time</i>	<i>Frequency</i>
Great Britain, Eire, Northern Ireland	30c half ounce	1 Day	Daily
Continental Europe	30c half ounce	2-5 days	Thrice daily to twice weekly from U. K.
Bermuda, West Indies, British			
Guiana	10c quarter ounce	2 days	Daily
Mexico, Cuba, Central America.....	10c quarter ounce	1 day	Daily
Ecuador, French Guiana, Dutch			
Guiana, Peru, Venezuela	15c quarter ounce	2 days	Daily
Brazil	20c quarter ounce	3 days	Daily
Chile	20c quarter ounce	3 days	Daily
Argentina	20c quarter ounce	6 days	Daily
Bolivia	20c quarter ounce	4 days	Twice weekly
Paraguay	20c quarter ounce	5-6 days	Daily
Uruguay	20c quarter ounce	6 days	Four times weekly
Colombia	25c quarter ounce	2 days	Daily
Hawaii	35c half ounce	2 days	Daily
Guam	65c half ounce	....	....
Philippines	75c half ounce	....	....
China, Manchuria	60c quarter ounce	....	....

Thrice weekly services, connecting with those from Canada, are maintained by British air lines from the United Kingdom to points in Africa, Asia and Oceania. The air mail rate on letters despatched from this country is 50 cents per half ounce. The times of transit from Great Britain to the following countries in these three continents are as follows: Egypt and Palestine, 3 days; Kenya and Uganda, Northern and Southern Rhodesia, Mozambique, the Union of South Africa and South West Africa, 5 days; India and Ceylon, 7 to 8 days; Malaya, 7 days; Fiji, 8 to 9 days; Australia, 9 days; New Zealand, 10 days.

"Canada Air Letters" may be sent to Great Britain, Northern Ireland and Eire for ten cents each. They may also be sent to Malta, a wide range of countries in North, South, East, West and Central Africa, Asia, the Antipodes, islands in the South Pacific and China, for 15 cents each. No registration of such letters is permitted.

Saint John Elevator Cleared

The balance of 306,000 bushels of wheat in the Canadian Pacific grain elevator at Saint John, N.B., has been shipped to India for famine relief. With the delivery of this grain, the elevator was emptied for the first time since the outbreak of war. The wheat was loaded aboard the Greek SS. *Aspasia Nominkos*, which sailed for India on June 27. Instead of being loaded in bulk, the grain was bagged, thereby facilitating its distribution on arrival in Greece.

Heavy shipments of grain were made through Saint John during the winter, and with deliveries made to the *Aspasia Nominkos*, total handlings since January 1, 1946, amount to approximately 12,500,000 bushels.

Coal Shortage in Germany Delays Reconversion

By European Section, Foreign Trade Service

Berlin, May 21, 1946.—The level of industry to be permitted Germany by the Allied Control Authorities will have the effect of fixing production at from 50 to 55 per cent of the pre-war figure. It is doubtful if at the moment industry has yet attained 20 per cent of the pre-war figure. The program will permit the steel industry to produce 5,800,000 tons a year, but it is not yet producing at the rate of 2,000,000 tons. If this one industry is typical of the over-all picture, the problem is to stimulate the present feeble rate of increase so that, in two or three years' time, the target will be attained. Whether this will be accomplished depends entirely on the production of coal.

Following a cut in March of the calorific content of the civilian ration the daily rate of hard coal production in the Ruhr by the end of the first week in March was 163,000 metric tons, as against a daily average of 180,000 metric tons in February. This continued to fall during the month until it reached a figure of 150,000 metric tons at the end of the month. Production in the United States and French zones is of lesser importance. The above rate of production is entirely inadequate to meet the requirements of France, Belgium and Holland, and at the same time permit of a reasonable rate of increase in Germany's industrial production.

The reconversion of industry from war production to the manufacture of peace-time equipment and consumer goods proceeds slowly. Coupled with the lack of coal, the destruction of plants, the shortage of many raw materials and skilled labour aggravate the situation and tend to hinder progress. Perhaps, the one outstanding example of reconversion is the manufacture by some steel and armament plants of agricultural machinery, hoping thereby that their machinery will not be dismantled as surplus to requirements or made available as reparations.

In the United States zone, the situation is perhaps the best of any. The rate of industrial production has almost doubled since the beginning of the year, and it is now estimated that its industries are producing at about 20 per cent of capacity, or a rate equivalent to approximately one-third of capacity after reparations removals have been made. In this zone, the tendency to increased regular supplies of coal, coupled with an unexpectedly abundant supply of electric power, and constant improvement in the functioning of the transportation system, were the basic factors accounting for progress.

Lumber Production Curtailed

Coal mining in March is of less importance in the United States zone, and was at near capacity, while locomotive and car repairs reached 65 per cent of the present maximum. Lumber production was curtailed by man-power and local transportation shortages, but managed to attain 63 per cent of maximum production; while electric production, primarily hydro, was about half of capacity. Most other industries, however, continued to be hampered by shortages of coal and steel for which the United States zone is largely dependent on the British zone. Likewise, the chemical industry, which attained 25 per cent of present capacity; building materials, 20 per cent; steel products, 14 per cent; and ceramics, 5 per cent, were all restricted because of the lack of coal.

Shortages of steel restricted the output of farm machinery to 22 per cent of capacity; electrical equipment to 15 per cent; and automotive and industrial machinery to 10 per cent. The rates were only maintained in many cases through the use of old stocks of basic materials and half-assembled equipment, in the absence of new stocks from current production. It follows that, as these old stocks become depleted, if the industrial production planned is to be achieved, industry will, more than ever, become dependent on current output.

Production Notes

Coal—In the United States zone, hard coal produced at the rate of 120,000 metric tons daily, was an increase of almost 1 per cent over February. In March, 837,750 metric tons of fuels were exported to the six liberated countries of Europe from the three Western German zones.

Electric Power—In the United States zone, as a result of spring freshets, hydro power generated was 83 per cent of capacity, as compared with 75 per cent in February; while that generated from coal was 17 per cent. This represented 429.2 k.w.h., against a total consumption in all zones of 471.2 k.w.h. The production of electric energy is now such that any threatened power shortage is a thing of the past.

Petroleum—Due to new drillings, daily average petroleum production of 1,848 metric tons in March, showed a 6 per cent increase over February, or a total production for the month of 57,300 tons, nearly all in the British zones. This was almost 12 per cent better than the previous month.

Metals—Production of steel products was only 9 per cent of requirements, 14 per cent of capacity, and 25 per cent of the average monthly rate of 1936.

Chemicals—Improved supplies of fuel, power, labour and raw materials provided for an increased output of basic chemicals and chemical products in March, with prospects of still greater production in the following months, but the reduction in food rations may prove to be an adverse factor, as it has already produced its effect on the supply of fuel.

Nitrogen for fertilizers rose to better than 90 per cent of capacity in March, as compared with 72 per cent in February and only 50 per cent in January. Production of calcium carbide increased 19 per cent over February and greatly exceeded the January output, but it still remains one of the critical materials, as it supplies not only large quantities of acetylene gas for illumination in mines and for welding, but is used to produce fertilizers. The March production was only two-thirds of requirements and less than half of capacity.

Insecticide production in March was two and one-half times that of February, but calcium arsenate required for spraying the potato crops remains in short supply due to lack of arsenic. It is proposed to substitute a DDT preparation produced in a local plant for this year's crops.

The availability of considerable quantities of buna from other occupation zones has permitted increased production in the United States zone of rubber products—the highest since the occupation began in May, 1945. Among the items produced was conveyer belting urgently required in the coal mines and fertilizer plants.

Building Materials—Requirements for all major building materials, except lumber, would be met but for the shortage of coal. Arrangements have been completed whereby the United States zone is to export 650,000 cubic metres of lumber to the United Kingdom, valued at approximately \$14,300,000.

Machinery—In March the production of farm machinery, machine tools and anti-friction bearings reached the highest levels since the occupation began. On the other hand, truck output was the lowest since August, 1945, due to lack of steel. All goods produced were far short of requirements.

Production of farm machinery was only 38 per cent of the total required during the month, all of which was of the utmost importance to prepare the land for seeding. On the other hand, those items not required until the harvest (beet tools, potato diggers) were in better supply.

Repairs to locomotives and rolling stock have been restricted because of steel shortages. Only about 8 per cent of the 25,000 tons allocated for this purpose in the first quarter was received.

Lack of steel supplied principally from the British zone, together with a paucity of other raw materials, severely curtailed the production of trucks.

Consumer Goods—In March, in the United States zone, it is reported 3,000 factories producing consumer goods were operating at 20 per cent of their pre-war level. This was the largest production of this class of goods since the occupation commenced.

To appreciate the problems involved, one need only consider that to produce one ton of rayon requires from 14 to 15 tons of coal, one ton of of pulp, 720 kilos of caustic soda and 650 kilos of carbon bisulphide. The estimated rayon production in the United States zone in 1946 is expected to be approximately 6,000 tons—a little more than 10 per cent of estimated capacity.

Among the principal basic consumer items, footwear is the first to be produced in quantities sufficient to meet minimum civilian requirements in the United States zone alone, but by no means the ultimate post-war demands. In the first quarter of the year, 1,800,000 pairs were manufactured; sufficient to supply one pair per capita every two years. Further expansion is limited by raw materials.

The curtailed industrial production not only affects the supply of consumer goods for minimum German requirements, but also reduces German exports. These must be relied upon to pay for essential raw materials, without which the German economy cannot function.

Industrial Output Unbalanced

Although improved, current industrial output in the United States zone of occupation is unbalanced, and in the aggregate is far below that necessary to maintain even a minimum standard of living. Continued advances are not assured. The recent reduction in food rations in the British zone, which resulted in an immediate 15 per cent drop in coal output in the Ruhr, has made uncertain any further increased flow of coal to the United States zone. The required sizeable deliveries of steel from other zones have also been jeopardized, as have essential shipments of coal and steel by-products, including basic slag and ammonia fertilizer, coal tar for the pharmaceutical and other synthetic industries, and buna for the maintenance of transportation and industrial operations. The reduction in rations in the United States zone has also had its effect through increased absenteeism and a tendency for workers to desert the less desirable industrial occupations in favour of farm work. Further factors delaying expansion are the restrictions imposed by zonal boundaries, financial uncertainties, the very low level of foreign trade and the depressing effect of the reparations program.

Mexico Prepares for Long Rainy Season in Seeking Supplies

By D. S. Cole, Commercial Counsellor, Canadian Embassy at Mexico City

Inflation continues to show an upward tendency in Mexico and trade is active. Throughout the country efforts are being made to obtain supplies for the rainy season and orders from the interior have increased, as is normal at this time. It is difficult to understand the necessity for providing such quantities of merchandise as will enable merchants to go through the lengthy period without replenishment in centres such as Mexico City, Guadalajara and Monterrey. As a matter of fact, this unbalanced trade turnover is gradually disappearing as the network of metalled roads increases and as the number of dirt roads between principal centres decreases. With increasing inflation, the higher incomes are providing for the purchase of more and better quality goods by that portion of the public which has been able to keep up with the inflationary period. Despite many difficulties, per capita income has greatly increased, according to recent statistics.

Per Capita Revenue Rises

National income naturally began to increase sharply with the beginning of the European war, when all belligerents were competing for available supplies and the Allies were trying to keep such supplies out of German and Japanese hands. The huge 1945 income can be attributed to war needs, which forced Mexican production to high levels, and also to the fact that it was necessary to manufacture in Mexico many articles which could not be imported. New industries were put into operation, and it is reported that labour production increased during the war, possibly brought about by payments made on a piece basis. Last but not least, war prices have been so high that, even with normal production, this greatly increased the national income. Still another factor is the considerable expenditure by the Mexican Government on public works, and the volume of credit granted by banking institutions, which made possible heavy expansion in many trades.

The distribution of such money has not been fixed. The working classes, employers and banks have done very well, but those with fixed incomes, such as federal and state employees, school-teachers, and similar white-collar strata, have had great difficulty in making both ends meet.

Consumer Goods Scarce

As was typical following the end of World War I, there is in Mexico, as in other countries, a scarcity of consumer goods, which has given rise to black markets in a wide variety of products either with or without ceiling prices. Merchants' stocks have dwindled and are not being replaced. Prices have soared. For instance, from Guadalajara the Banco Nacional de Mexico has received reports that the scarcity of flour becomes worse each month, due to the lack of imports and the small crops. However, this shortage is not confined to flour and wheat, as other food products are not only scarce but extremely expensive.

Despite a slow increase in agricultural output in Mexico, imports of foodstuffs are steadily rising. Certain natural difficulties are experienced in obtaining reliable agricultural statistics. However, it is reasonably safe to assume that there have been some increases, and it is reported that

the bean crop, an important one in Mexico, has increased by 70 per cent from 1936 to 1945. Corn, beans and peppers constitute the main food of the Mexican people. The problem of agricultural production has been a difficult one ever since the breaking up of the large haciendas, each of which had its own irrigation project when rainfall was insufficient. It is likewise noticed that a considerable change in eating habits has occurred, as there is a definite swing to increased consumption of wheat bread. Whether this change over from tortillas (corn bread) represents an increase in the standard of living remains to be seen, but certainly swollen incomes brought about by war conditions and inflation have been partially responsible for this change. It is but natural that, with wheat continuing approximately at the same production level for the last ten years, a large increase in imports has been necessary.

The unbalanced situation in foodstuffs is clearly indicated by price increases in these commodities. The net result of drastic changes in prices has been that the budgets of every person in the republic have had to undergo great changes, and a much higher proportion of income money has had to be laid aside for foodstuffs.

Foreign Trade Expands

According to the National Statistical Department of the Mexican Government, exports and imports for the past five years were as follows:—

	Exports Millions of Pesos	Imports Millions of Pesos
1945.....	1,333.5	1,603.4
1944.....	1,047.8	1,348.7
1943.....	1,121.5	910.4
1942.....	991.9	752.5
1941.....	728.8	914.5

The volume of Mexican foreign trade continues to expand, but the trade balance also continues to be unfavourable. As will be noted from the above statistics, the unfavourable balance amounted in 1945 to 269.8 million, which is somewhat less than in 1944, when it reached 300.9 million. The average monthly exports amounted to 111.1 million and imports to 133.6 million. The average balance was 22.5 million. In 1944, the average monthly value of exports rose to 87.3 million, in comparison with 112.4 million for imports. The monthly balance was 25.1 million. As indicated, the entry of foreign merchandise has been larger in comparison with exports, but the totals were lower. The value of exports in the first three months of this year averaged 148 million and imports averaged 171 million. The value of Mexico's exports this year has been 37 million greater, and that of imports 14.4 million greater than the respective totals for 1945. In the January-March quarter, 53.6 million metres of textiles were exported as against 45.3 million last year.

Monetary Circulation Higher

Mexican monetary circulation totals 4,314.8 million pesos, composed of 1,707.7 million in bank bills, 516.9 million in metallic currency, and 2,090.2 million in deposits. This circulation, compared with that of a month ago, is 7.1 million higher, resulting from an increase in bank bills (from 1,702.7 million to 1,707.7) and another in the deposits (from 2,088.1 million to 2,090.2 million).

Wartime Expansion Ends

Mexican bank officials are of the opinion that the period of wartime expansion is now terminated. A recent review indicates that the profits of many wartime enterprises are lower than last year, although dividends are still relatively high as compared with Canadian standards.

Responsible sources indicate that real estate values in some sections are either stationary or slightly declining, but judging by inflationary rental values in Mexico City, which are still rising, this is doubtful. It is of considerable importance, however, that Mexican banking groups believe that the turnover of Mexican goods is slightly lower, for which an increase in issuance of money is not justified. Increased prices and the upward price tendency are possibly the best indications that there is too much money in circulation. General index figures compiled by government agencies show a continued price increase as follows: December, 1945, 265·2; January, 1946, 267·2; February, 1946, 266·7; March, 1946, 269·5.

Export Tax on Silver Reduced

Mexican mine operators have been appealing to the Government over a long period for the reduction or elimination of the export tax on silver bars and on refined and unrefined silver. This concession has now been granted by the Mexican Government, and a still further concession is promised to allow the sale of 50 per cent of the silver output from the mines directly in the best export markets without government intervention. The world demand created by the war has caused silver prices to be higher than the price officially fixed by the United States for foreign silver. In some countries of South America silver is bringing 80 cents and 85 cents (United States currency) per ounce, as compared with 71·11 cents paid in the United States. This is true likewise of Mexico for purchases in the open market.

Trade Regulations and Tariff Changes

Import Controls Are Released

Import controls on products other than foods were reviewed in the *Commercial Intelligence Journal* of February 23, 1946. Under Order in Council P.C. 2210, dated June 4, 1946, the importation of yarns, warps, woven fabrics, etc., is prohibited, except by General Permit No. G.2412. Goods subject to permit restrictions are enumerated in the following tariff items:—

- 551—Yarns, composed wholly or in part of wool or hair but not containing silk or artificial silk, n.o.p.
- 551a—Yarns and warps, composed wholly of wool or in part of wool or hair, imported by manufacturers for use exclusively in their own factories, n.o.p.
- 551d—Yarns and warps, spun on the worsted system, composed wholly of wool or in part of wool or hair, imported by manufacturers for use in their own factories in the manufacture of woven fabrics in chief part by weight of wool or hair and not exceeding six ounces to the square yard, when in the gray or unfinished condition, under such regulations as may be prescribed by the Minister.
- 554—Woven fabrics, composed wholly or in chief part by weight of yarns of wool or hair, not exceeding in weight six ounces to the square yard, n.o.p., when imported in the gray or unfinished condition for the purpose of being dyed or finished in Canada.
- 554b—Woven fabrics, composed wholly or in part of yarns of wool or hair, n.o.p.
- 554c—Woven fabrics, composed wholly or in chief part by weight of yarns of wool or hair, not exceeding in weight four ounces to the square yard, when imported in the gray or unfinished condition for the purpose of being dyed or finished in Canada.

Hides and Skins

Dated June 15, 1946, the Minister of National Revenue has authorized the issuance of General Permit No. G-2413 for the importation of all hides and skins except cattle hides, calf and kipskins, goatskins and kidskins, pickled sheepskins, and pickled lambskins, East India tanned kipskins, East India tanned goatskins, East India tanned sheepskins, cattle-hide sole leather, light cattle leather, calf and kip leather, goatskin leathers, when imported from countries other than Belgium, Denmark, Finland, France, the Netherlands, Norway, Spain, Sweden, Turkey, United Kingdom, and the United States.

Under a General Permit, authorized by the Department of National Revenue, the Department advises that there is no difficulty in effecting importation, the only requirement being the addition of the General Permit number on the customs entry.

Agricultural Situation in Greece Shows Revival

By European Section, Foreign Trade Service

Athens, May 31, 1946—Forecasts for Greek agriculture are very encouraging. With anything like average luck, it will be close to pre-war production next year. It is the one aspect of Greek economic life which has revived comparatively rapidly, thanks to the industry of the peasant and the intelligent application of a large UNRRA program for agricultural rehabilitation. The importance of this step forward for Greece can be seen in its true perspective when it is recalled that 65 per cent of the Greek national income before the war was derived from agriculture.

The best available estimates for 1946 indigenous food production in Greece show that most staple products will probably be within 80 per cent of the 1935-38 production average. Crop prospects improved, with wet weather continuing through the month of April, but an unusually wet May together with the appearance of locusts has reduced the high hopes held early in May. Present estimates, therefore, are somewhat less than those which appear in the table below, with a slight reduction in the wheat figures, owing to floods in the Argolis and Larissa regions.

The 1946 wheat production in Greece is estimated at 650,000 metric tons. Other cereals, not excluding oats, are estimated at 480,000 tons, some of which will be low-grade cereals used for live-stock feed. These figures compare with the yearly average production from 1935 to 1938 of 768,000 tons of wheat and 550,000 tons of other cereals.

In the bumper crop year 1938, a total of 980,000 tons of wheat and 546,000 of other cereals were harvested. These high figures reflect General Metaxas' policy of economic autocracy, which was forced upon Greece by the unwillingness of the Western Powers to buy Greek products. Production goals for 1947, which are little more than pure guesswork, place wheat and cereal production within 95 per cent of the average 1935-38 level. Data for an accurate forecast for 1947 are lacking, figures being based upon the assumption that the UNRRA program for 1945 and 1946 will materialize and that supplies will be distributed and used effectively. The figures also assume the importation of 35,000 tons of seed wheat from Italy, the full use of fertilizers, pesticides and locust control technique to at least the pre-war extent.

The following table shows Greek pre-war food production by main items, the estimated production of 1946, and the production goals tentatively set for 1947. This table, together with the explanatory notes which follow, was prepared by the Division of Agriculture and the office of the Agricultural Attaché in the United States Embassy. This information formed the basis of a report presented to Herbert Hoover, when he was in Athens last April. Most of the work was done by UNRRA, which has the widest sources of information on such matters of any organization in Greece, not excluding the Greek Government itself.

The following table indicates pre-war production in Greece, the estimates for 1946 and the production goal for 1947:—

	Production 1935-38	Production 1938 Figures in 1,000	Estimated Production 1946 Metric Tons	Production Goals 1947
	M.T.	M.T.	M.T.	M.T.
Wheat	768	980	650	750
*Cereals (not including oats)...	550	546	480	540
Rice	4	9	6	9
Potatoes	146	158	130	150
Honey	5	4	1	4
Dry legumes	52	56	52	60
Fresh vegetables	319	319	300	400
Citrus fruits	45	53	50	60
Dried fruits—Currants, raisins, figs	220	220	155	205
Other fruits	74	96	74	80
Olives, edible	36	25	30	30
Nuts, shelled	22	25	25	25
Sesame	9	5	2	9
Olive oil	113	103	100	100
Butter	5	4	3	5
Meat	116	....	65	70
Fish—Fresh	21	28	15	20
Eggs	23	22	15	20
Milk	265	246	180	200
Cheese	59	55	35	45
Wine	372	463	300	350

*A certain quantity of the cereals mentioned above are used for feed.

Notes on Agricultural Production

Wheat—Although over 75 per cent of the average pre-war wheat acreage was planted during the 1944-45 season, the 1945 wheat production was very low; about 50 per cent of the pre-war production. This was due to poor seedbed preparation, because of lack of draft power, lack of fertilizer, and poor seed, but chiefly to drought in the spring. In many localities, particularly in the southern part of the country and in the islands, less than 50 per cent of the wheat plantings were harvested.

With the anticipated importation of additional draft power (tractors and animals) programmed by UNRRA, and the probable availability of more and better seed, approximately pre-war level of production of wheat is expected for 1947.

Currants, raisins and wine—These are second to tobacco as the money and export crops of the country. Production fell during the war and in 1945, because foreign markets were closed, many acres of vines were grubbed and the land was used for growing food crops. Diseases destroyed the bulk of the crop because no pesticides were available, and fertilizers were lacking. UNRRA has imported sufficient quantities of pesticides to control the diseases adequately. Some limited quantities of fertilizers have also become available for vineyards. The 1946 production is estimated at about 85 per cent of pre-war and the 1947 production at close to pre-war level.

Citrus fruit—No decrease in acreage of citrus occurred during the war, but lack of fertilizers and pesticides decreased the yield. Adequate quantities of pesticides and some fertilizers are now available through UNRRA. Pre-war levels of production should be reached in 1946 and exceeded in 1947.

Olive oils and olives—Olive trees are usually alternate-year bearers. They bear a good crop one year and a poor one the next. However, the "lean" and "fat" years are not the same for all parts of Greece. The other important limiting factor is the *Dacus* fly. In 1945, no control of the *Dacus* fly was carried out because of lack of pesticides. But, due to dry weather, *Dacus* was not prevalent. The 1945 yield of olives was therefore close to the pre-war average. The same levels of production are estimated for 1946 and 1947.

Other fruits—Approximately pre-war levels of production should be reached in 1946. Though some trees were destroyed during the war and occupation, others are coming into bearing. Pesticides are now available, as are small quantities of fertilizers.

Animal products—Because of the great damage inflicted on the animal industry, production of all animal products will fall far short of pre-war levels. Even in 1947, recovery will be slow in spite of all that UNRRA may be able to do this year.

Fish—It is estimated that the fish catch in 1946 will be only from 60 to 65 per cent of pre-war. Though UNRRA's fishing program is rather large, supplies have been slow in arriving and have as yet had little effect in rehabilitating the industry. It is hoped that the full effect of UNRRA's efforts in this field will be felt in 1947.

Rehabilitation Problems

Farm machinery—About one-half of the 1,300 tractors in pre-war Greece were requisitioned or destroyed, and many of those remaining were incapacitated for lack of spare parts and repairs. Few replacements were available for agricultural tools.

Farm animals—Horses and mules were reduced by about 50 per cent; cattle by about 40 per cent; donkeys by about 30 per cent; sheep and goats by from 30 to 35 per cent; pigs about 20 per cent and poultry by about 25 per cent. The reduction in draft power has the effect of not only reducing the total area cultivated, but also the quality of cultivation. About 75 per cent of the pre-war area was cultivated during the war, but the tillage was poor, because of lack of sufficient draft power, with consequent reduction of yields.

Lack of seed—The reduction in cultivated areas was in many cases due to lack of seed because, rather than starve, the farmers ate the seed.

Lack of fertilizers—Pre-war Greece used over 100,000 tons of fertilizers. No fertilizers were imported during the war, and, because of the drastic reduction of farm animals, little animal manure was available.

Destruction and devastation—Over 2,000 villages were partly or completely burned or otherwise destroyed. This left thousands of farmers without shelter for themselves and their animals, and without seeds and farm tools and implements. As a result, thousands of acres of land were left unplanted. Considerable acreages also were left idle because of mine fields, dummy airfields, and prohibited areas near munition dumps and military installations.

Lack of pesticides—Great losses resulted from lack of adequate pesticides. This was particularly true for locust, which affect all types of crops, and for the *Dacus* fly of olives and the mildews of grape and raisin vines.

Fishing industry—It is estimated that 25 per cent of the fishing fleet of Greece was destroyed during the war and occupation, and that the effectiveness of the existing fleet has been reduced enormously because of damage to equipment. So far, a very small amount of fishing equipment has been imported because of procurement difficulties. However, prospects for the near future appear bright, and it is hoped that if the entire UNRRA fishing program materializes the fishing industry will be better off than it was before the war.

UNRRA Assists in Rehabilitation

UNRRA has made a decided contribution to the rehabilitation of agriculture in Greece, as indicated by the volume of imports made available by this organization and listed in the table below. In fact, agricultural rehabilitation would have been impossible without the aid of UNRRA. Its contribution with respect to agricultural machinery, fertilizers, seed and pesticides was particularly important. To the 22,437 tons of seed imported must be added about 30,000 tons of food wheat imported by UNRRA. This was exchanged for local seed and made possible the sowing of a large area that would have been left idle for lack of seed. Animal imports have been very small in comparison with needs of the country. Yet the 10,000-odd horses and mules and the 3,000 donkeys have been an invaluable help in meeting the draft and rural transportation needs of the country. Irrigation and drainage machinery are in great demand. Food production on drained and irrigated land is much greater per acre than on any other type of land. Water is one of the greatest requirements of Greece at present.

Agricultural imports for which UNRRA is responsible are:—

	Metric Tons
Seeds	22,437
Fertilizers	78,314
Pesticides	30,536
Livestock feeds	35,350
Veterinary supplies	62
Food processing equipment and supplies	348
Miscellaneous	4,025
Livestock:—	Head
Horses	2,500
Mules	8,091
Donkeys	3,000
Cattle	880
Agricultural machinery:—	Units
Tractors	1,452
Plows	4,108
Trailers	350
Harvesters and threshers	10
Hay-making machinery	329
Harrows	2,721
Cultivators	809
Spraying equipment	3,915
Drills and fertilizer distributors	590
Beehives	9,000
Comb foundation sheets	200,000

“Canada—World Trader” Screened

“Canada—World Trader”, a 35-mm. film produced by the National Film Board, was the feature presentation in a program arranged by this organization for representatives of various government departments on June 23. It illustrates in an attractive manner the importance of expanding the export market and of securing in exchange materials for industries presently established in this country. The film will be made available to commercial circuits in the near future, and should prove of interest to anyone concerned with foreign trade. Later in the year 16 mm. prints will be available for non-theatrical presentation.

Commercial Notes

FRANCE

Vegetable Seeds

Paris, June 17, 1946.—The importation of vegetable seeds for the 1946-47 crop is now under study by the Ministry of Agriculture. But, in view of the earliness of the season, no attempt can be made to determine definitely what will be the French agricultural needs for 1947. It is assured, however, that an appeal will be made to Canada for a large slice of the import requirements, specially for mangel, dwarf beans, pea and cabbage seeds.

JAPAN AND KOREA

Trading Resumed

Limited trading may be resumed with persons residing in Japan and Korea, according to a notice issued on 25th June, 1946, by the Secretary of State of Canada. Such trading must be carried on exclusively through the Canadian Commercial Corporation, and will be subject to the various controls still in force.

It is further stated that limited relief shipments by individual Canadian citizens will also be permitted to Japan and Korea, subject to the regulations of the Export Permit Branch, Department of Trade and Commerce, and the Post Office Department. Any person engaging in such trade shall not be deemed to be trading with the enemy. But, due to the shortage of shipping and foreign exchange, communication problems and controls still in force, difficulties may be encountered.

The permission granted shall apply only to transactions entered into after 25th June, 1946. Any property which shall have been vested in the Secretary of State, acting in his capacity as Custodian, shall continue to be so vested, notwithstanding the permission given.

TAIWAN (FORMOSA)

Trading Resumed

Trade may be resumed with persons residing in Formosa, according to a notice issued on 25th June, 1946, by the Secretary of State of Canada. Any person who engages in such trade shall not be deemed to be trading with the enemy, but such persons are advised that, due to the shortage of shipping and foreign exchange, and communication problems, difficulties may be experienced.

The permission granted shall apply only to transactions entered into after 25th June, 1946. Any property which shall have been vested in the Secretary of State, acting in his capacity as Custodian, shall continue to be so vested, notwithstanding the permission given. Furthermore, it shall continue under his control until it is expressly released under the provisions of the Revised Regulations Respecting Trading with the Enemy (1943).

BRAZIL

Second-hand Machinery in Brazil

Rio de Janeiro, June 18, 1946.—Second-hand machinery and other similar equipment shipped from a foreign port to Brazil between December 28, 1945, and June 6, 1946, will be subject to the presentation of a certificate from the National Institute of Technology, the Sao Paulo Institute of Technology or some similar institution, indicating that such machinery is not obsolete and is in good condition.

The Government of Brazil has expressed a fear that the present large supplies of foreign exchange would be seriously depleted if manufacturers were required to pay exorbitant prices for used machinery, in order to earn substantial profits during the few remaining months of the effective life of such machines.

Should customs clearances be considered unacceptable, the importer will be entitled to make application for a licence to export the machinery, subject to special authorization from the Export and Import Bureau of the Bank of Brazil.

(Ed. This report follows that reproduced in the Journal on June 29, 1946, and is submitted by W. G. Smith, assistant commercial secretary, Canadian Embassy in Rio de Janeiro.)

INDIA, CEYLON AND BURMA

Demand for Imports Sustained

The position in India is one of sustained financial prosperity and economic progress, and India's agricultural products have continued to be much sought after. On the other hand, demand from India for imports from both the United Kingdom and the United States has been insistent and only inability on the part of suppliers to produce the goods required has limited shipments to moderate figures. Meanwhile India's sterling balances have continued to accumulate; but with diminished defence expenditure chargeable to Britain and increasing imports from the sterling area, it is to be hoped that further accumulations can be avoided.

In Ceylon, as in India, prosperity has been maintained at a high level, but over the past year costs of living have remained fairly stable and some success has apparently attended the efforts to keep the position under control.

Burma as a country has suffered grievously as a result of the campaigns fought across its length and breadth. The current year's rice crop is unlikely to do much more than feed the indigenous population, and the whole agricultural system, as well as the main industries and also railway and other communications, require to be rehabilitated—a work of years. The country is entirely dependent upon outside aid, if the position attained in pre-war years is to be restored. The British Government is advancing £80,000,000 for general reconstruction; but unless the political future can be arranged on a satisfactory basis, and individual claims for compensation for physical losses settled, re-investment within the country will be hesitant and progress slow. Yet Burma had surplus exports of the nature of £20,000,000 per annum in pre-war years, and in view of the crucial need for increasing the world's food supplies, an adequate incentive to restore and re-develop the country would appear to exist. (Report of Chartered Bank of India, Australia and China, as reproduced by *The Economist*, June 8, 1946.)

Postal Services and Rates

Eastern Germany

Correspondence for those parts of Eastern Germany, including part of East Prussia, which are at present under Polish administration, should be addressed not to Germany but to Poland, and should be at the rates and conditions applicable to Poland. The districts concerned for the present are: Olsztyn (Allenstein), Szczecin (Stettin), Wroclaw (Breslau).

Malaya and Borneo

Printed matter, commercial papers and samples may now be mailed to Brunei, Malay States, North Borneo, Sarawak and the Straits Settlements under normal conditions. The weight limit is four pounds six ounces for printed matter and commercial papers, and one pound for samples.

Brazil and Argentina

Direct parcel post service from Canada to Brazil and Argentina has been resumed. Parcels for these destinations may now be despatched by direct steamship service, as well as by the United States.

RAILROAD RECONSTRUCTION FEATURES—Continued from Page 3.

Despite extensive electrification and the use of Diesel engine in districts where oil production can solve the fuel problem, the basic unit in railroad transport in the Soviet Union is still the steam locomotive. The introduction of locomotives of new design, capable of hauling heavier loads, is suggested by the Minister of Railways, but it is clear that here the stress will be not so much on new types as on fuel economy, the construction of new specialized factories for the manufacture of spare parts, and the provision of a sufficient number of water-softening plants to ensure for the main lines a supply with not over 10 per cent hardness. This is to reduce the cost of boiler repairs by 75 to 80 per cent and save about 100 million roubles a year.

During the previous Five Year Plan, the freighting capacity of rolling-stock on Soviet railways increased by 60 per cent, and the proportion of heavy freight cars from 5.5 to 30 per cent, but the number and capacity of freight cars is still insufficient, especially in view of the immense new carrying program. Although the Minister of Railways stated in an article in *Planned Economy*, in the summer of 1945, that heavier freight cars "must in future be the only type produced", subsequent statements indicate that, in view of the fact that most of the car shops which were concentrated in the western and southern sections of the country were wrecked by the Germans, the main emphasis in car manufacture during the new Plan period will be on the volume of production of the type of four-axle box-cars and gondolas turned out before the war. The type of wooden passenger car in use in the Soviet Union has undergone no material change, except deterioration, for the past fifty years, and the upkeep of this obsolete rolling-stock calls for large and wasteful expenditure. Nevertheless, despite the recommendation of the Scientific-Technical Council of the Ministry of Railways for the adoption of a new all-metal passenger coach and the optimistic statements of some railroad experts, it can safely be assumed that general passenger traffic occupied the lowest priority in the new plan for rail transport.

Rolling-stock to be Increased

The formation of the People's Commissariat (now Ministry) of the Transport Building Industry to take over the plants of the abolished tank industry commissariat in the autumn of 1945 was regarded as a major step in reconversion. This new Ministry is responsible under the new Plan for the production of 6,165 steam, 555 electric, and 865 Diesel locomotives, a total of 7,585 as compared with 5,960 produced during the period of the Second Five Year Plan. The new Plan calls for a production of 472,000 freight cars during the next five years as compared with 255,000 under the Second Five Year Plan.

For safety and speed, 1,500 kilometres of single-line track are to be worked under a centralized despatch system, and 11,500 kilometres are to be equipped with automatic stops and signal boxes. Radio apparatus for work within individual stations will speed up shunting at large junctions. Indeed it is repeatedly emphasized that a most important condition for the fulfilment of the Five Year Plan, as far as increasing freight traffic on the railways is concerned, is the speeding up of freight car turnover from 10·9 days in 1945 to seven days in 1950. This is to be achieved by increasing traffic speed, by shortening the stoppage time at stations, and by a greater mechanization of loading and unloading operations. It will involve the electrical centralization of signals, the conducting of unloading operations both by day and night, the shortening and definition of appointed routes of freight cars, and the abolition of the practice of circular direction. The Chairman of Gosplan has stated that, by accelerating the car turnover by one day only, it will be possible to increase the number of car-loadings daily by about 6,000.

The primary cost of transportation is expected to be reduced considerably by the end of five years as the result of technical improvements and rationalization of the system. Costs are also to be lowered by a reduction in fuel consumption, for it is claimed that, by increasing the heat value of coal by chemical means and by the use of other fuels such as peat, it is possible to save about 180,000 tons of coal a year.

The railways program for the Five Year Plan requires the training of more than three million workers. Special technical schools with a two- or three-year course of study are to be organized for training engine-drivers and other skilled personnel. By the time the Plan is completed, these schools are to turn out up to thirty thousand skilled workmen a year.

The scope and nature of the Five Year Plan for railroad transport are dictated by the demands of the Plan for the development of the whole economy, which necessitates the doubling of the volume of freight carried during the next five years. Moreover, and this is the most salient point, as much as 80 per cent of the total railroad traffic will have to be handled by less than 40 per cent of the total network.

"Beaver" Fleet is Introduced

Trade literature recently received includes an attractive twenty-page illustrated booklet, which introduces the new "Beaver" fleet of the Canadian Pacific Steamships. This comprises the *Beaverdell*, which was launched on the Clyde on August 27, 1945, the *Beaverglen*, *Beaverlake* and *Beavercove*, 16-knot cargo liners of 9,700 gross tons. They provide refrigerated stowage of 163,318 cubic feet and ordinary stowage of 434,394 cubic feet, cargo for the six hatches being handled by thirty derricks. The cover of the booklet was painted by Norman Wilkinson, famous marine artist, and portrays one of the "Beaver" boats in mid-stream and down to her marks. The illustrations include several good views of Montreal, Saint John and London, the ports served by these ships.

Foreign Exchange Quotations

Following are nominal quotations based on rates available in London or New York and converted into Canadian terms at the midrate for sterling or United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada:—

	Unit		Nominal Quotations	Nominal Quotations
			June 17	July 2
Argentina	Peso	Off.	.3282	.3282
		Free	.2705	.2701
Australia	Pound	....	3.5520	3.5520
Belgium and Belgian Empire	Franc	....	.0251	.0251
Bolivia	Boliviano	....	.0262	.0262
British West Indies (except Jamaica)	Dollar	....	.9250	.9250
Brazil	Cruzeiro	Off.	.0668	.0668
		Free	.0571	.0571
Chile	Peso	Off.	.0570	.0570
		Export	.0441	.0441
Colombia	Peso	....	.6282	.6282
Cuba	Peso	....	1.1025	1.1025
Czechoslovakia	Koruna	....	.0220	.0220
Denmark	Krone	....	.2296	.2296
Ecuador	Sucre	....	.0816	.0816
Egypt	Pound	....	4.5538	4.5538
Eire	Pound	....	4.4400	4.4400
Fiji	Pound	....	4.0090	4.0090
Finland	Markka	....	.0081	.0081
France and North Africa	Franc	....	.0092	.0092
French Empire—African	Franc	....	.0157	.0157
French Pacific possessions	Franc	....	.0222	.0222
Haiti	Gourde	....	.2205	.2205
Hong Kong	Dollar	....	.2775	.2775
Iceland	Krona	....	.1702	.2702
India	Rupee	....	.3330	.3330
Iraq	Dinar	....	4.4400	4.4400
Italy	Lira	....	.0049	.0049
Jamaica	Pound	....	4.4400	4.4400
Mexico	Peso	....	.2268	.2268
Netherlands	Florin	....	.4153	.4153
Netherlands East Indies	Florin	....	.4153	.4153
Netherlands West Indies	Florin	....	.5842	.5842
New Zealand	Pound	....	3.5698	3.5698
Norway	Krone	....	.2220	.2220
Palestine	Pound	....	4.4400	4.4400
Peru	Sol	....	.1709	.1709
Philippines	Peso	....	.5512	.5512
Portugal	Escudo	....	.0444	.0444
Siam	Baht	....	.1110	.1110
Spain	Peseta	....	.1009	.1009
Straits Settlements	Dollar	....	.5180	.5180
Sweden	Krona	....	.2627	.2627
Switzerland	Franc	....	.2563	.2563
Turkey	Piastre	....	.0085	.0085
Union of South Africa	Pound	....	4.4400	4.4400
United Kingdom	Pound	....	4.4400	4.4400
United States	Dollar	....	1.1025	1.1025
Uruguay	Peso	Controlled	.7258	.7258
		Uncontrolled	.6206	.6206
Venezuela	Bolivar	....	.3261	.3261

Greetings From Australia

Frank W. Fraser, Canadian Trade Commissioner in Melbourne, whose territory includes Victoria, South Australia, Western Australia and Tasmania, was featured last Monday in a special coast-to-coast program presented by the Canadian Broadcasting Corporation, and originating in Australia. Greetings were extended to Canada on this, the 79th anniversary of Confederation, by several speakers, while Mr. Fraser stressed the importance of establishing even closer connections between the Commonwealth and this Dominion, now that the normal trade routes have been cleared for operation.

Foreign Trade Service

The function of the Foreign Trade Service is the maintenance and promotion of Canadian external trade. It consists of six divisions, each administered by a Director. These Divisions are: Trade Commissioner Service, Export Division, Import Division, Wheat and Grain Division, Commercial Relations and Foreign Tariffs Division, Industrial Development Division, and Trade Publicity Division.

Organization and Functions

Trade Commissioner Service.—Consists of headquarters at Ottawa and offices in various British and foreign countries administered by Trade Commissioners. The Director has charge of the work of the Service at home and abroad. The headquarters staff includes a group of officials, in charge of area desks, who record and supply information and handle general inquiries regarding trade with particular countries or geographic areas.

Trade Commissioners promote Canada's trade by obtaining and forwarding inquiries for Canadian goods from importers in their territories to headquarters at Ottawa and to Canadian exporters; by reporting upon import requirements in their territories, the types of goods wanted, competitions to be met, methods of packing and shipping, tariffs and trade regulations affecting these goods, etc. They also assist Canadian importers who desire advice on the supply of commodities available in overseas territories, prices, packing, names of possible suppliers, etc. Trade Commissioners prepare periodic reports on trade, business and financial conditions, markets for particular commodities, and related subjects for publication in the *Commercial Intelligence Journal* or in pamphlet form.

A list of the offices abroad is given below.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

- Exporters require specialized information on trade and business conditions, markets, trade regulations, tariff changes and other controls affecting the movement of goods between countries.
- The *Commercial Intelligence Journal* furnishes authoritative coverage on these vital matters received from Trade Commissioners of the Department of Trade and Commerce and other sources.
- Published weekly in English and French, subscription rates for either editions are: \$1 a year in Canada (single copies 5 cents each) and \$3.50 outside Canada (single copies 10 cents each). Address orders to the King's Printer, Government Printing Bureau, Ottawa.

CANADIAN GOVERNMENT TRADE COMMISSIONERS

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address, *Canadian*, unless otherwise shown.

Argentina

J. C. DEPOCAS, Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).
Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, 44 Queen Street, Melbourne, C.I.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.
Sydney: C. M. CROFT, Commercial Counsellor. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrópole, 7th Floor, Av. Presidente Wilson 165.

British India

PAUL SYKES. Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.
Territory includes Burma and Ceylon.

British Malaya

Canadian Commercial Agent. Address for letters—% Chartered Bank of India, Australia and China, Singapore, Straits Settlements.
Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India. *Cable address, Wilding, Chartered Bank, Singapore.*

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.
Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.
Territory includes the Bahamas and British Honduras.

Chile

Acting Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Ltd. Building.
Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Of. No. 523.
Territory includes Republic of Panama, the Canal Zone, Nicaragua, and Costa Rica.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.
Territory includes Haiti, the Dominican Republic, and Puerto Rico.

Egypt

RICHARD GREW. Address for letter—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.
Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.
Territory includes Switzerland.
J. H. TREMBLAY, Commercial Secretary (Agriculture). Office—3 rue Scribe, Paris.
Territory includes Belgium, the Netherlands, and Denmark.

Hong Kong

Acting Trade Commissioner. Address for letters—% Passenger Department, Canadian Pacific Railway Company.

Ireland

E. L. McCOLL, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.
Territory includes Guatemala, Honduras, and Salvador.

CANADIAN GOVERNMENT TRADE COMMISSIONERS—*Concluded*

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE. Address for letters—P.O. Box 33, Auckland. Office—Yorkshire House, Shortland Street.
Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation to Norway, Fridtjof Nansens Plass 5, Oslo.
Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.
Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.
Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Tranvaal. Orange Free State, the Rhodesias, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, Cantracom.

Cape Town: Trade Commissioner. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province and Southwest Africa, Natal, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, Cantracom.

Until further notice, trade inquiries should be addressed to the Johannesburg office.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.
Territory includes Finland. *Cable address, Canadian Stockholm.*

United Kingdom

London: A. E. BRYAN, Chief Trade Commissioner in the United Kingdom, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: H. L. E. PRIESTMAN, Trade Commissioner, Canada House, Trafalgar Square, S.W.1. Territory includes the South of England and East Anglia.

Cable address, Sleighing, London.

London: W. B. GORNALL, Fruit Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucum.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy Annex, 1771 N Street N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—% Royal Bank of Canada, Caracas.
Territory includes Netherlands West Indies.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, JULY 13, 1946

Pottery Advisory Board Proposed As Stimulus to U.K. Industry

This summary of the first report on problem industries in Great Britain was prepared from despatches forwarded by H. L. E. Priestman, Canadian Trade Commissioner in London, and D. B. Mundy, Acting Canadian Trade Commissioner in Liverpool.

BY EUROPEAN SECTION, FOREIGN TRADE SERVICE

London, June 6, 1946.—Establishment of a permanent Pottery Advisory Board, with an independent chairman possessing wide experience of business or national affairs, is one of the principal recommendations set forth in a report recently prepared by a "Working Party" appointed by the British Board of Trade to investigate the pottery industry in the United Kingdom. It was also proposed that semi-translucent tableware, similar to that being manufactured in large quantities in other countries, should be produced. Consideration was given to a publicity campaign of an educational character, whereby assistance would be rendered the general public in recognizing good quality in materials, workmanship and design.

As indicated in the *Commercial Intelligence Journal* on November 24, 1945, "Working Parties" were being appointed by the British Board of Trade to study problem industries, and to recommend measures whereby improvements might be effected in their organization, in production and in distribution. It was considered essential that, in the national interest, they should be strengthened in order to meet competition in the home and foreign markets.

Canada Buys More Chinaware

The first report to be presented is that of the "Pottery Working Party", and should prove of interest to Canadian importers of chinaware, large quantities of which are purchased regularly from this country. In fact, during the first four months of this year, Canada purchased more pottery from the United Kingdom than any other country. The recommendations set forth in the report may also be of use to Canadian producers and exporters, as problems of the industry in Great Britain and methods for their solution have a common application.

Although ninety firms are presently engaged in the exportation of pottery, ten are responsible for approximately one-half the shipments of domestic ware. During 1945, ware having a value of some £2,000,000 was exported, while material provided for the home market had a value of £5,500,000, indicating that the industry is an important element in the national economy. It is stated in the report that, while the present con-

dition of the industry is not wholly satisfactory, "it has retained sufficient strength and enterprise to set itself on its feet without intervention by the Government in the operation of free competition". The advantages of mechanization are appreciated, but the industry is not prepared to acquire these at the expense of the pottery worker, upon whose skill the export trade will largely depend. Nevertheless, it is recognized that extensive rebuilding, replanning and modernization must be undertaken. New factories should not anticipate a life of more than twenty-five years, and depreciation allowances should be based on that assumption. There are presently four hundred firms engaged in the pottery industry in Great Britain.

Export Merchandising Service Proposed

Commenting on the intention of the Government to set an export percentage for each manufacturer as soon as the export trade ceases to have the special assistance of the ban on decoration for the home trade, the "Working Party" says that, without a proviso of this kind, the non-exporter is hardly likely to sacrifice some of his established goodwill in the home market in order to create goodwill with an export merchant or with countries overseas. He will tell himself that when bad times return his overseas customers or his merchant will be the first to cut orders. In many cases he will rightly tell himself that his ware is not really suited for export markets, except for low-grade markets, while the general shortage persists. His easiest course, if he is under compulsion to export, will be to sell through an export merchant. Unless his merchant shows enterprise and can suggest to the manufacturer the production of specialities that he can make cheaply and for which there is a continuing demand, many export connections that are made in the next few years will not be permanent.

The "Working Party" thinks that in a few simple but important respects the industry could co-operatively assist visitors from overseas a great deal. There is no centre anywhere in the United Kingdom, unless it be the London shops, where the buyer from overseas can make a quick survey of all the kinds of ware that are produced by the pottery industry. A co-operative exhibition may be too expensive, and could hardly be comprehensive in any case, but at least the industry should organize a library of coloured photographs, together with trade catalogues, and keep the photographs up to date. The staff of the library should be capable of giving advice and information to overseas visitors and of entertaining them suitably. The Working Party also recommends that manufacturers individually should review the arrangements made for greeting overseas buyers who call at the factory. In too many cases the enquiry room and the approach to it are most uninviting and the waiting-room is the passage outside.

Recommendations Submitted

Among the important recommendations for the improvement of the industry are the following:—

- (a) Manufacturers should study flow-production methods in factories in other industries to ensure that pottery lay-out is brought up to the same standards.
- (b) All large potteries should employ good plant engineers, and potteries too small to employ one fully should co-operate with others to obtain sufficient supervision of their mechanical plant.

- (c) Semi-automatic machinery should be widely adopted, particularly in view of the probable shortage of skilled makers. Shift-working is not likely to be a practical issue unless the use of automatic machinery makes the rate of output largely independent of the efficiency of highly skilled workers.
- (d) Manufacturers should limit the number of their shapes and patterns. They should ascertain as closely as possible the true cost of special shapes or patterns and should charge a corresponding price for them, in order that the customer himself can realize the advantage of long runs of standard or catalogue lines.
- (e) Manufacturers should give more attention to organizing their making program so that there is a minimum amount of tool-changing.
- (f) Traditional methods of buying, mixing and processing materials should be examined, with the help of the Research Association, in order to establish them on a more scientific basis.
- (g) The Federation should push on energetically its present investigations for a practical method of ascertaining the true cost of individual articles, including the actual cost of loss at each stage. Meanwhile they should arrange forthwith a voluntary scheme for the collection, and private publication in summarized form, in the tableware section, of cost analyses of individual articles on a uniform basis with the cost of loss estimated arbitrarily.
- (h) The Federation should consider the possibility of a co-operative publicity scheme to help the general public to look for and to recognize good quality of material, workmanship and design. If a good scheme of this kind is worked out and is supported by the majority of manufacturers, the Government should consider favourably any request for a statutory levy on makers of the products concerned in order to finance it.
- (i) All large potteries should have private research departments. Even small factories should try to employ, if necessary in co-operation with others, at least one man with adequate scientific training. Without such staff the industry cannot expect to derive the benefit it should from co-operative research.
- (j) The Board of Trade should collect and publish quarterly statistics of sales and unexecuted orders sub-divided between export and home trade. These and any other desirable statistics should be collected at an office in Stoke, and published semi-officially there, apart from such information as the Board of Trade may publish about industries generally.
- (k) Because of the existence of voluntary price agreements in the industry, all firms should be required to supply the Government with regular information about their profits and, as soon as a costing system can be worked out, their costs of production.
- (l) A standing Pottery Advisory Board similar to the Working Party should be appointed by the President of the Board of Trade, with an independent Chairman possessing wide experience of business or national affairs.

Goodwill Created by Canada At Mexico City Book Fair

Commercial and cultural benefits secured by fine display—French-speaking publishers predominate with examples of their work—Handbook on “CANADA” called sensational, and in great demand among 250,000 visitors to Canadian Pavilion.

BY LATIN AMERICAN SECTION, FOREIGN TRADE SERVICE

Mexico City, June 29, 1946.—Considerable goodwill has been created for Canada through her participation in the Mexico City Book Fair, more than 250,000 visitors from many parts of this country having passed through the Canadian Pavilion between the 4th and 27th of June. In no other way could the characteristics of Canada have been presented to so broad a cross-section of the Mexican public in a more acceptable form. From the practical point of view, much solid commercial benefit should accrue. But, it must be recognized by those who are prone to uphold the “practical”, as opposed to the more apparently nebulous “cultural” advantages, that Mexicans are highly responsive to the cultural approach, and look upon it as a desirable contrast to what many of them regard as the high-pressure commercial tactics in which some people engage. The fact that Canadians are, as a rule, regarded as “cultos”, besides being commercially capable, is one of the reasons why Mexicans like to do business with them.

Friendship of Mexicans Appreciated

This exhibition is the first of such a character at which Canada has been represented in Latin America. Her participation was made possible through the joint efforts of the Department of External Affairs, the Exhibition Commission of the Department of Trade and Commerce, the Canadian Information Service, the National Film Board, and the Canadian Broadcasting Corporation. In a report on this venture, prepared by Mrs. Irene Baird, of the Canadian Information Service and National Film Board, special mention is made of the friendship received from the Mexican people, and tribute paid to the assistance and support rendered by the Mexican authorities.

The following countries, other than Canada, represented at the Book Fair were: Brazil, Cataluna, a province of Spain, the Central American Republics, Chile, Cuba, Czechoslovakia, the Dominican Republic, France, Spain, the U.S.A. and the U.S.S.R. Departments of the Mexican Government represented by exhibits included Agriculture, Education, Federal District, Health, Interior, National Economy, and Social Security, while a number of the Mexican States erected their own pavilions.

Handbook on Canada in Great Demand

Although no historically valuable books were sent from Canada, as was done by some other countries, the volumes on display were interesting. Two of the most handsome were “Canada”, by the late Stephen Leacock, and the “Collected Poems of Victor Hugo”. French-speaking publishers furnished twice as many books for the fair as did their English-speaking colleagues. Two Spanish publications on CANADA, one a handbook

produced by the Department of Trade and Commerce, and the other a pamphlet prepared by the Canadian Information Service, were in great demand. The success of the former publication at the Book Fair was extraordinary. In her report, Mrs. Baird writes that "if any publication as sober and carefully documented could be described as sensational, then the Trade and Commerce CANADA would be it. Literally thousands of people came to the Pavilion for no other purpose than to ask for a copy of this book, which they had seen in the hands of friends or of which they had heard. Many came back simply to congratulate us on the exceptional quality of the format, and of the information contained. No other pavilion has had anything for distribution comparable to these two books, and their recipients represent a cross-section not merely of Mexico City but of the country itself. From practically every State in Mexico, visitors have flocked in to attend the Fair. Had the Canadian Pavilion done nothing more than provide a distribution centre for this fine handbook on Canada, it would have fulfilled a valuable purpose. At one time or another, every school in the city brought its pupils to the Fair. Two copies of the handbook were given to the teachers, one for his or her own use and one for the school library, while a copy of the pamphlet was presented to each pupil."

Market Survey of Algeria

Chapters subsequent to this introduction will deal with Agriculture, Mining, Industry, Power, Pre-War Foreign Trade, Transportation Facilities and Canadian Commercial Prospects.

I

By J. P. MANION, CANADIAN TRADE COMMISSIONER

Algeria covers a total area of 847,500 square miles, or about the same area as Ontario, Manitoba and Saskatchewan combined. Like Canada, its populated area is infinitely smaller, extending for a depth of not more than 50 miles along a coast about 750 miles in length. Beyond this is the desert, with a population of only 642,000 out of a total population in 1936 of 7,234,684—a figure which has considerably increased in the intervening years, and which now stands at over eight million. The European population, now over one million, was 987,252 in 1936, while the native population is made up mainly of Berbers, an ancient race of Hamitic extraction, and of Arabs.

The country is bounded on the West by Morocco, on the south by an artificial administrative boundary with French West Africa, and on the east by Libya and Tunisia. In structure, however, the country is greatly divided within itself. In most parts of the country, the mountains of the Tell Atlas group reach the sea, leaving coastal plains only in the neighbourhood of Oran and Algiers. These mountains reach their highest points, sometimes over 7,500 feet, immediately southeast of Algiers. Upon passing over this series of mountains, one reaches the High Plateau, which is between 2,500 and 3,000 feet in height, and is in some areas strangely reminiscent of the foothills of the Canadian Rockies. South of this again is the Saharan Atlas, and beyond that the vast expanse of desert, often mountainous, nearly always rocky, and only in some areas conforming to our usual conception of limitless sands and shimmering dunes.

Along the Mediterranean coastal zone, the mountains act as a catchment area for rain, and mean annual rainfall is in the neighbourhood of 28 inches, increasing towards the east to 36 inches. Most of this rain falls

in November, December and January. In the High Plateau area, rain is still between 10 and 20 inches yearly. The effect of the rain is increased by streams from the mountains. South of the Saharan Atlas, rainfall averages between 2 and 6 inches per year in the Northern Sahara, and drops down to nil in many parts of the southern desert.

Hydropower Development Difficult

The structure of the country creates an unusual phenomenon in the form of rivers flowing south from the southerly flanks of the mountains into the Sahara, drying up gradually until they disappear. A great many "Oueds" of this nature are to be seen, although most of the year they are but dried river-beds with little if any vegetation around them. Even the streams running north into the Mediterranean merely trickle in a feeble manner in the summertime, but during the height of the winter rains they are of torrential proportions, and bring down enormous quantities of alluvial soil, washed away from the already meagre surface of the land. There are only four important rivers running into the Mediterranean—the Seybouse, the Rummel, the Chelif and the Bou Sellam. An effort is being made to harness all these streams, for hydro-electric power, as well as for irrigation purposes. However, the evaporation problem is serious in the summertime, and even the largest dams may hold water only to have it slowly disappear during the hot summer months.

Communications throughout the country are difficult because of the series of mountain ranges which have to be traversed. Generally speaking, east to west communications are easier than north to south. As a result, the main railway line has been built parallel to the coast, with occasional feeders crossing the surrounding mountains from the next valleys or plateaux. There are, in addition, three good east to west roads, which join with similar systems in Morocco and Tunisia. The ports are in most cases isolated by surrounding mountains, and the main railway line cannot go directly through them all, although Algiers and Oran are on the main line.

Water is Basis of Economy

The economy of the country is essentially based on water. Frugality with respect to water has been an immemorial custom with the Arab populations, but their primitive means of obtaining it are not sufficient to permit of a stable agricultural economy. For this reason, much must be done if the wide and relatively fertile areas of the country are to be exploited to their full extent. There are some irrigated zones, and plans call for great expansion in the irrigated area, in order to care for a growing population without having recourse to continued imports of basic food-stuffs.

The second problem with which the country is faced is that of power and fuel. Generally speaking, the rivers of Algeria are too short to permit of great expansion in hydro-electric resources. Although many new projects are on the drawing-board, it may be safe to assert that in the long run electricity must be produced by thermal plants, with hydro-electric plants acting as standby producers, relieving the load at such times as the water flow is at its height. This is the reverse of the situation in Morocco, where conditions are favourable for the establishment of large hydropower stations, and where thermal plants will be more and more reduced to a standby role.

The very fact that many projects call for increased use of electricity means, however, that the coal consumption of Algeria will continue to increase from the pre-war figure of 768,000 tons per annum, all of which was imported. Since the war, the bituminous deposits at Kenadza and Colomb-Bechar have been exploited, and produce about 150,000 tons a year. These deposits, however, are inaccessible, and certainly uneconomical as a source of supply. One possibility is, nevertheless, that a large power plant might be established near the mines, with a high-tension line running down to the coast, thus relieving the pressure of import requirements to a considerable degree.

Carthaginians Introduced Agriculture

The known history of Algeria begins in the twelfth century B.C., when the Phoenicians colonized the coastal areas and used the ports for trading purposes. At that time the country was inhabited by Berber tribes, of Hamitic origin, and strangely resembling Europeans, with many examples among them of fair or reddish hair, blue eyes, long heads, and tall, slim figures. These tribes among themselves never organized into a large, homogeneous group, and it was only under the pressure of foreign invaders that the country was from time to time brought into unison. Thus, although the Phoenicians were not interested in the interior of the country, the Carthaginians, who took over from them, managed to pacify a good part of Eastern Algeria, and were the first to introduce agriculture among the nomadic inhabitants.

Even before the destruction of Carthage in 146 B.C., the Romans had succeeded in establishing themselves in Western Algeria, which they then called Numidia, and were able to unify the whole country after the fall of Carthage. The Romans, being great colonizers, brought much of their culture into Africa, and the native populations were Romanized to some extent. Most of the natives learned to speak Latin and follow the religious and legal practices of Rome. Christianity shortly made its appearance, and again the very adaptable Berbers followed the times and were largely converted to the new religion.

Adaptable Berbers Prevail

By the second century A.D., the Romans had begun to lose their power, and the Vandals, coming down through Spain, established a short-lived Empire in the fifth century. Then the Roman Empire of Byzantine swept into the country, adding the eastern influences of Constantinople and practices of the Orthodox Church. This Empire, too, had a short life, and finally fell before the Arab invasion from the East. It took the Arabs only forty years to penetrate Egypt, Cyrenaica, Libya and what is now French North Africa. By the end of the seventh century, although there were still many Berber strongholds holding out, their hold on North Africa was such that their cultural influence began to be felt, and the country gradually turned to Islam, its religion and its institutions. The Berbers seemed to receive the new faith with as much ardour as they had displayed towards Christianity, but they gave it a character of their own, which they retain to this day. For despite all the invasions and the intermingling of populations, about 30 per cent of the native population in Algeria is still of pure Berber descent and is readily distinguishable from the more soporific Arabs. In those areas where they have been long isolated from direct contact with the Arabs—particularly in the Kabyle Mountains

Continued on Page 50

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce.

Calgary—Calgary Board of Trade.

Edmonton—Canadian Manufacturers' Association.

Fort William—Fort William Chamber of Commerce.

Halifax—Halifax Board of Trade.

Montreal—Montreal Board of Trade.

Quebec City—Quebec Board of Trade.

Saint John—Saint John Board of Trade.

Toronto—Canadian Manufacturers' Association.

Vancouver—Canadian Manufacturers' Association.

Victoria—Trade Commissioner's Office, Department of Trade and Industry.

L. H. Ausman, formerly trade commissioner at New York, has been appointed trade commissioner at Leopoldville, Belgian Congo, where he will open a new office. His territory will include Angola, Kenya, Tanganyika and Uganda.

Maurice Bélanger, commercial secretary, Canadian Embassy, Rio de Janeiro, Brazil, has recently returned to Canada, and commenced his tour in Toronto on July 8.

C. Blair Birkett, who has spent the last six years in New Zealand as trade commissioner, recently returned, and commenced his tour in Ottawa on July 8. He has been appointed trade commissioner at Guatemala City, where he will open a new office on concluding his tour of Canada.

H. L. Brown, recently returned from Johannesburg, South Africa, where he was trade commissioner, will commence his tour in Toronto on July 15, proceeding later to points in Western Ontario before visiting Montreal and other industrial centres in Quebec Province. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo.

Arthur E. Bryan, recently appointed Chief Trade Commissioner in the United Kingdom, is presently in Canada. Although he is not making an official tour of the country, he plans to visit Victoria on July 15, Vancouver from July 17 to 23, Winnipeg on July 25; Sarnia on July 29; Hamilton on July 30 and 31; St. Catharines on August 1; Welland on August 2, Toronto from August 5 to August 12; and Montreal from August 13 to 19. He will be concerned principally with business emanating from Liverpool, where he was formerly stationed as trade commissioner.

J. P. Manion, who has recently completed a trade mission to North Africa, Switzerland and Italy, writing a series of reports that are running currently in the *Commercial Intelligence Journal*, has been appointed trade commissioner at Rome, to which the office previously located in Milan has been transferred.

T. J. Monty, formerly trade commissioner at Los Angeles, Cal., is being transferred to Athens, Greece, as commercial secretary at the Canadian Embassy. His territory will include Turkey.

Paul Sykes, who has recently returned from Bombay, India, will commence his tour at Kingston, Ont., on July 15. His territory included Burma and Ceylon.

Their itineraries are as follows:—

L. H. Ausman

(Appointed Trade Commissioner at Leopoldville)

Victoria—July 17-18.

Calgary—July 24.

Maurice Bélanger

(Commercial Secretary, Canadian Embassy, Rio de Janeiro)

Montreal—July 15-20.
Aug. 1-10.

Halifax—July 22-24.
Saint John—July 25-27.

C. Blair Birkett

(Appointed Trade Commissioner at Guatemala City)

Ottawa—July 15-20.
Montreal—July 22-Aug. 2.
Beauharnois
Drummondville
Quebec City—Aug. 3.
Oshawa—Aug. 7.

Toronto—Aug. 8-21.
Peterboro
Aurora
Weston
Orillia

H. L. Brown

(Recently Trade Commissioner at Johannesburg)

Toronto—July 15-31.

J. P. Manion

(Appointed Trade Commissioner at Rome)

Montreal—July 15-24.
Quebec City—July 25-26.

Halifax—July 30.
Saint John—Aug. 1.

T. J. Monty

(Appointed Commercial Secretary, Canadian Embassy, Athens)

Quebec City—July 15-16.
Halifax—July 18-19.
Ship Harbour
Pictou
Saint John—July 20.
Chatham
Shediac
Ottawa—July 22-24
Toronto—July 25-Aug. 3.
Weston
Oshawa
Ayr

Hamilton—Aug. 6-7.
Niagara Falls
Welland
London—Aug. 8.
Woodstock
Brantford—Aug. 9.
Kitchener—Aug. 10.
Galt
Guelph

Paul Sykes

(Recently Trade Commissioner at Bombay)

Kingston—July 15.
Gananoque
Perth—July 16.
Brockville
Ottawa—July 17-18.
Renfrew—July 19.
Pembroke
Montreal—July 22-31.

Quebec City—Aug. 1.
Thetford Mines—Aug. 2.
Granby—Aug. 3.
London—Aug. 6.
Brantford—Aug. 7.
Welland—Aug. 8.
Hamilton—Aug. 9-10.
Toronto—Aug. 12-24.

New Zealand Maintains Many Price Control Measures

Fear of inflation dictates policy. Increased production necessary to ease great fund of purchasing power. Taxes throttle industry. Dairy exports increase.

By C. B. BIRKETT, RECENTLY RETURNED AS TRADE COMMISSIONER IN AUCKLAND

The progress made by New Zealand in transition from a war to peacetime economy has been marked by the gradual lifting, with one or two exceptions, of the man- and woman-power controls; the reduction in government purchases abroad, with consequent reversion to importation of goods and materials under the licensing system through ordinary commercial channels; the operation of the Government's plans for the rehabilitation of returned service men and women in work and in housing accommodation; and lastly the prosecution to the limited extent possible of the extensive housing program. All these measures are being attended with some confusion and much difficulty, mainly occasioned by the serious shortage of raw materials and manufactured goods, housing, and female labour.

Great Fund of Purchasing Power

Price control and the other stabilization measures in force are being fully maintained in the constant fear of further inflation. There has been a steady increase in the note issue, due mainly to increases in wages in several sections of industry and commerce and in several services. A shortening of hours of work in some categories has resulted in less over-all production. Also, behind the dam of restricted imports and insufficient local production, there has been built up a great fund of purchasing power. The remedy to fill the gap between money and goods is clearly more production, and every effort is being made to this end. It is too early to assess the prospects of success in this respect, since there are many factors involved. Chief among these factors are increased production of primary products, for which must be found broader markets, the reorganization of secondary industry on a more efficient basis, the institution of longer hours of work, the supply of raw materials and plant, and lastly the removal or adjustment of certain company taxes that are throttling industry and encouraging go-slow production. This practice, unfortunately, is fairly prevalent in major industry. It has been reluctantly adopted but, where the incidence of taxation makes expansion or even maintenance of present production levels unprofitable and even hazardous, no other course is open. A promise of the removal of many anomalies has been given for the next budget.

Considerable Unemployment Noted

With the exception of the occupying force in Japan, all New Zealand troops are now home and are re-establishing themselves in civil life. As in other countries, this is not an easy or straightforward process, and considerable unemployment is manifesting itself. At the same time, skilled labour, both male and female, is in short supply, the latter being the more acute. The lifting of man-power regulations has unbalanced the situation, and it will be some months before it is possible to gain

any true estimate of conditions. Many small industries are of wartime growth and have not been able, during that time, really to become established to the degree necessary to ensure a supply of trained and skilled operatives capable of graduating to the foreman and managerial class. The lack of capable foremen and managers is, along with the shortage of raw materials, a serious problem facing New Zealand industry. Together they will likely cause the failure of many enterprises, especially among the smaller units.

Against this state of affairs is a large and insistent demand for all kinds of consumer goods. There is hardly a manufacturer who is not booked up for at least six months ahead. The shortage of the right type and quality of labour and raw materials is preventing, or delaying, the supply of this consumer demand.

Material Inflation is Shown

On statistics published at the end of 1945, the Canterbury Chamber of Commerce has made interesting comment. The total bank money available in New Zealand in 1937 was £154 millions; in 1945, the total return was £324.6 millions. The increase over the period is thus £170.6 millions. Of this increase, £53.3 millions was due to increases in overseas funds. The remainder, £117.3 millions, represents credit expansion, or in other words, monetary inflation. Inflation began definitely about the middle of 1938. The following figures, quoted by the Chamber, illustrate the expansion of monetary resources over the period mentioned:—

Increases in New Zealand Funds, 1937-45

	1937	1945	Increase
	In £ Millions		
Assets:			
Reserve Bank—			
Investments and advances to Government....	7.5	33.4	25.9
Trading Banks—			
Government securities	7.6	27.3	19.7
Total on government account	15.1	60.7	45.6
Trading banks, other advances	50.7	49.1	-1.4
All banks, overseas funds	30.0	83.3	53.3
Totals	95.8	193.1	97.5
Liabilities:			
Reserve Bank—			
Government deposits	5.1	8.9	3.8
Trading bank deposits	65.9	134.5	68.6
Note circulation	9.3	35.3	26.0
Totals	80.3	178.7	98.4

The increases shown in assets and liabilities would balance but for the omission of minor items. Government borrowing has increased the assets by £45.6 millions. Increases in overseas funds, representing the net excess of receipts over payments during the period, have increased bank assets by a further £53 millions, making the total increases, less the decline of £1.4 millions in trading bank advances, £97.5 millions. These increases are shown again in the bank funds at the disposal of the community, which, with minor items omitted from the table, total £98.4 millions.

Favourable Trade Balance £26 Million

New Zealand's overseas trade returns for the calendar year 1945 show the aggregate value of merchandise exported to be £81,536,431, which is £3,749,485 above the total value for 1944 and £251,794 in excess of the previous record figure, established in 1942. Imports during 1945

were valued at £55,072,928. This figure shows a marked reduction from the totals for 1943 and 1944, swollen as they were by huge purchases of defence materials. The total of imports for 1943 was £95,242,330, of which defence materials represented £46,784,158 and in 1944 totalled £86,686,531, including £30,020,747 for defence materials. A record of imports of defence materials and equipment during the war years is as follows: 1939, £800,642; 1940, \$3,043,581; 1941, £5,691,177; 1942, £14,706,012; 1943, £46,784,158; 1944, £30,020,747; 1945, £3,973,359.

Compared with that for 1944, the 1945 total value of imports represents a decrease of £31,613,603, while compared with the 1943 value the decrease is £40,169,402. Total trade during 1945 was valued at £136,609,359 as compared with £164,474,000 in 1944 and £167,105,000 in 1943. From a trade balance in favour of imports in 1944 and 1943 of approximately £10 millions and £20 millions respectively, New Zealand has reverted to an excess of exports over imports. For 1945 this balance was some £26,000,000, which is considerably larger than the values recorded during the five pre-war years. Now that the need for defence materials has passed, the import returns more truly reflect the operation of the strict import control.

Owing to the receipt of goods under lend-lease and mutual aid and the good measure of re-export trade that went on with the Pacific war areas, the external trade figures need interpretation. Re-exports in 1945 amounted to £3,033,000; in 1944 to £6,144,000. In 1942 the figure was only £739,063. Thus, as shown by the statistics given below, while the value of New Zealand produce exported in 1945 was £6,859,000 above the figure for 1944, it was £2,043,000 less than that for 1942.

Complete information regarding the trade done under lend-lease and mutual aid agreements is not available but is reliably estimated at a quarter to one-third of the value of total imports. Since September, 1945, of course, no merchandise, except that previously contracted for before the fall of Japan, has been received on lend-lease or mutual aid.

New Zealand Imports by Principal Commodities

Items	1945 Values in £ (N.Z.)	1944 Values in £ (N.Z.)
Bananas	£ 90,539	£ 57,070
Barley	62,364	193,255
Wheat	2,320,445	1,002,855
Maizena and cornflour	25,651	76,996
Sugar	1,982,475	1,424,754
Brandy	37,929	38,737
Gin, geneva and schnapps	70,709	57,969
Whisky	240,312	270,238
Tobacco, unmanufactured	1,043,640	619,745
Woodpulp and paper-pulp	231,149	246,672
Hats, caps, millinery and materials therefor	235,131	221,404
Hosiery	128,097	125,101
Apparel and ready-made clothing, n.e.i.	182,589	130,368
Footwear	99,464	82,349
Materials for footwear	64,756	67,804
Floor-coverings	384,204	405,331
Cotton and linen piece-goods	4,816,231	4,823,854
Silk and artificial silk piece-goods	2,469,135	2,486,450
Woollen piece-goods	1,326,117	1,302,697
Paints, colours and varnishes	387,954	307,857
Iron and steel, bar, bolt and rod	252,217	612,312
Bolts and nuts	91,019	132,067
Brass pipes, plate, bar, etc.	116,266	334,562
Copper pipes, plate, bar, etc.	234,436	183,835
Cordage of metal	160,440	309,535

Items	1945 Values in £ (N.Z.)	1944
Iron and steel—		
Angle and tee	9,071	52,842
Channel and girder	8,930	35,800
Galvanized plate and sheet	190,094	121,352
Plate and sheet, black or uncoated	229,591	669,720
Plate and sheet, timmed	294,825	670,496
Tubes, pipes and fittings	410,248	650,346
Meters, measuring, etc.; appliances	266,689	402,696
Nails and tacks	27,707	43,860
Rivets and washers	39,301	51,471
Screws for wood and metal threaded screws	69,426	115,195
Tools and implements, artificers'	427,950	518,202
Copper wire	38,949	328,875
Fencing wire, barbed	4,799	133,209
Fencing wire, plain	72,775	104,404
Wire netting	42,741	53,476
Hardware, cutlery and metal manufactures, n.e.i.	398,938	588,945
Agricultural implements and machinery	401,895	356,749
Dairying machinery	37,744	69,557
Electrical machinery and equipment	2,681,678	3,851,847
Wireless apparatus	428,570	835,675
Metal, wood, glass, etc., working machines	623,421	486,427
Tractors, and parts	1,084,087	1,163,145
Typewriters	27,805	41,284
Woollen-mill and hosiery-mill machinery	68,640	85,235
Machinery, other kinds	1,922,310	1,670,580
Belts and belting for driving machinery (other than leather belting)	126,141	109,547
Raw rubber and rubber goods other than tires	209,399	202,239
Leather	176,310	219,666
Timber, sawn	319,125	247,106
Timber, other	75,829	65,460
Veneers and plywood	3,016	9,001
Cardboard and wallboard	162,415	161,242
Paperhangings	66,568	55,360
Printing-paper (newsprint)	365,943	327,847
Printing-paper (other)	308,270	473,011
Other paper	407,068	579,092
Timepieces	205,985	288,054
Surgical and dental instruments and materials	259,539	302,767
Acids	46,322	124,607
Cream of tartar substitutes	35,730	24,120
Insecticides and disinfectants	159,474	221,244
Medicinal preparations and drugs, n.e.i.	312,734	280,895
Salt	164,760	118,391
Vehicles—		
Bicycles and tricycles	39,819	21,905
Motor-vehicles	263,406	1,331,993
Rubber tires—		
For bicycles	13,407	4,037
For motor-vehicles and motor-cycles	719,186	483,429
Other materials and parts—		
For motor-vehicles	487,936	707,841
Total merchandise imports	£55,072,928	£86,686,531

Imports from Canada £2,640,000

Of the total value of imports recorded above for 1945, £19,836,000 is to the credit of the United Kingdom; £13,072,000 to the United States; £8,320,000 to Australia; £5,087,000 to Canada; £2,640,000 to India; and £1,656,000 to Peru. Other countries which participated, mainly in the supply of fruits, nuts and other foods, were Ceylon, Pacific islands, and South Africa.

In other words, the United Kingdom in 1945 supplied approximately 36 per cent of New Zealand's imports, which compares with 47·8 per cent in 1938 and 51·3 per cent in 1933. The corresponding percentages for the other principal sources of supply are as follows: United States, 23·6, 12·3, and 11·5; Australia, 14·5, 12·9 and 10; Canada, 9·2, 8·7 and 4·9; India, 4·8, 1 and 2·2.

From the foregoing table it is apparent that wheat was the most valuable single commodity imported during 1945, a total of 4,941,329 bushels valued at £2,320,445 as against 3,659,456 bushels valued at £1,002,855 imported in 1944. Practically all this wheat came from Canada. Other imported items upon which more than a million pounds was spent are: Sugar, tobacco, silk and art silk piece-goods, woollen piece-goods, yarns, motor spirits, machinery, and tractors. Throughout the import statistics, the emphasis on raw and semi-raw materials will be noted, which, in comparison with the years before the war, is indicative of the development of secondary industries.

Rabbit and Sheep Skins Featured

Comparative exports for 1944 and 1945 are as follows:—

	1944	1945
Butter, cwt.	2,306,804	2,069,532
Cheese, cwt.	1,554,059	1,748,514
Lamb, cwt.	2,723,783	3,322,460
Mutton, cwt.	1,088,027	1,460,066
Pork, cwt.	39,307	82,971
Canned meats, cwt.	82,124	95,930
Dried milk, lbs.	17,485,231	18,590,189
Condensed milk, etc., lbs.	944,583	15,221,759
Sausage casings, lbs.	4,283,891	4,588,775
Sheep skins (without wool), number	14,425,420	14,323,785
Rabbit skins, number	13,886,065	17,670,078
Tallow, tons	26,624	30,761
Wool, bales	582,272	530,471
Clover seed, cwt.	46,152	33,888
Grass seed, cwt.	112,266	132,563
Timber, sawn, sup. ft.	4,250,026	3,599,557
Gold, oz.	138,048	121,084

Of a total value of £78,502,946 worth of New Zealand produce exported in 1945 (including re-exports of over £3 million), the United Kingdom took £58,385,385 worth, or about 74 per cent. The main items involved were butter, cheese, meat and wool, which are traded under contract until 1948. The next largest customer was the United States which purchased wool, tallow, hides and skins, sausage casings and seeds to the value of £7,934,881, or approximately 10 per cent of the total. In further order of importance: Australia participated to the value of £3,408,545; India, £2,537,741; Egypt, £2,473,084; Canada, £2,151,981, and Fiji, £262,799.

New Zealand's production year beginning on July 1, the statistics of exports for the twelve months, ended June 30, 1945, provide a more complete picture of the Dominion's trade in produce. The figures are:—

	1944 000's	1945 000's	1944 £	1945 £
Butter, cwt.	2,072	2,423	15,019	21,709
Cheese, cwt.	1,600	1,861	7,269	9,905
Lamb, cwt.	2,702	4,036	9,388	14,578
Mutton, cwt.	533	1,844	930	3,270
All other meat, cwt.	588	579	2,485	2,050
Sausage casings, lbs.	4,163	4,700	1,038	1,109
Biscuits, lbs. ....	.....	.....	1,490	673
Sheep skins, number	14,226	17,158	2,223	2,607
All other skins, number	16,075	15,585	2,313	1,694
Wool, bales	752	387	16,310	9,123
Seeds, cwt.	107	159	916	1,517
Tallow, tons	35	30	849	788

Exports of Dairy Produce Increase

Substantial increases are shown in both quantities and values of dairy produce exports, which increased from £22·8 millions in 1943-44 to £31·6 millions in 1944-45, and in lamb and mutton, which rose over the same years from £10·3 to £17·8 millions. High prices are responsible for a good measure of the greater values, but the quantities shipped also increased. Though there are marked variations in individual items, a moderate decline has occurred in the total of the meat products. Biscuits, a wartime export, have fallen heavily in total value. Sheepskins have increased, while other skins have fallen, and wool exports have decreased in quantity by more than half and in value by £7·2 millions, which suggests that large amounts are being held in store.

The preliminary trade returns for 1944-45 included index numbers of the volume of exports of New Zealand produce for the past ten production years, ending with June, 1945. For the latest year, 1944-45, the volume is about 4 per cent higher than the previous year, but about 6 per cent lower than the peaks reached in 1936-37 and 1941-42. It is also below the average of the ten-year period, and the trend during that period has been slightly downward. Index numbers of gross farm production indicate that this is higher than before the war, but show a decline of about 9 per cent since the peak year of 1940-41. The value given for gross farm production has, however, been sustained by higher prices, and shows no appreciable change over the last four years.

(Ed. New Zealand's trade with Canada will be reviewed in the *Commercial Intelligence Journal* on July 20.)

India Raises Export Controls

Export Controls Relaxed

New Delhi, June 18, 1946 (FTS).—Many important articles, for which there is an exportable surplus and a great demand in foreign markets, have been freed from export control. This list, as contained in *The Gazette of India*, dated April 20, 1946, includes: cutlery of Indian manufacture; earthenware; glass and glassware, other than glass stoppered bottles and glass sheets; Indian liqueurs, other than beer; buttons of all sorts; paints, varnishes, enamels, polishes, and compositions not containing lead or zinc and of Indian manufacture; games' requisites of Indian manufacture, other than playing cards; stationery of Indian manufacture, other than fountain pens; lead pencils and pins; surgical dressings; and hydraulic brake fluid.

This decision is in accordance with the post-war policy of the Indian Commerce Department to provide for progressive relaxation of export controls, thereby rebuilding the old export trade, capitalizing the present opportunities and developing new markets.

With a further view to stimulating export trade, a more liberal export policy will be followed in regard to asbestos cement, printers' and lithographers inks, artificial jewellery, cotton waste blankets and hair cloth. While higher quotas have been fixed for 1946 for the first three articles mentioned above, free exports of hair cloth will be allowed. Free exports of cotton waste blankets will also be permitted for a period of three months, commencing from the date of the notification.

Decontrol is Progressive

More than 100 commodities were removed from export control on November 3, 1945. They included such important articles in the export trade of India as natural indigo, a number of chemicals and chemical preparations, scientific instruments of domestic origin, certain classes of containers when used as containers, pyridine, cashew nuts, certain gums and resins, kapok, lac, cigarette and jewel cases made of wood, articles mainly or wholly made of mica, animal oils, many essential oils, perfumed spirits, soapnut and bilawan nuts, talc, cigars, cigarettes of domestic manufacture, unmanufactured tobacco including flue-cured tobacco, toys and requisites for games and sports if not wholly and mainly of rubber, fibres for brushes and brooms, hairs of all kinds, animal bladders, guts and casings, furs and skins, a number of metals and ores, raw cotton, turkey red oil, essential oil seeds, spices of all sorts excluding pepper and cinnamon and pickles, chutneys, condiments and curry powder.

Decontrol of Grey and Black Wools

Exports of grey and black wools were decontrolled as from March 29, 1946. The "established exporters" principle was abolished as regards exports of white and yellow wools. Anyone is now allowed to export these wools to any permissible destination provided that for every three bales exported, two bales are made available to the Industries and Supplies Department for use in India. Purchases by the Industries and Supplies Department are intended to ensure adequate supplies of raw wool to local woollen manufacturers.

Position of Hides and Skins

With effect from April 1, 1946, exports of raw hides and skins were not subject to export control for a period of two months. Exports of all leather manufactures, other than men's and women's footwear, and of all types of leather, vegetable or chrome tanned, were also placed on the free list from that date for the same period. Exports of men's and women's footwear were permitted up to the full level of exports during the year 1941-42 to all permissible destinations.

Further Articles Decontrolled

Coir and coir goods were decontrolled from November 17, 1945. As from April 6, 1946, other articles were decontrolled, including woollen carpets and floor rugs, enamelware and bicycles and parts, razors and razor blades of domestic manufacture.

Policy Under Constant Review

The export policy has been under constant review by the Commerce Department since the cessation of hostilities in August, 1945. More and more articles are being added to the free list from time to time, the main criterion for such inclusion being the availability of export surplus. It is the object of the Department to regulate exports so that India may be enabled to take full advantage of export possibilities, particularly in respect of manufactured goods, in her natural markets of the Middle East, East African territories, Ceylon, Burma and South Asiatic countries.

Canadian Commercial Corporation Aims to Assist Trade Revival

Minister of Trade and Commerce outlines functions of government-owned body—Assumes responsibilities of Canadian Export Board, and will also aid importers in securing supplies from ex-enemy countries.

Legislation was introduced into the House of Commons on July 5, 1946, to provide for continuation of the Canadian Commercial Corporation. As explained by the Hon. James A. MacKinnon, Minister of Trade and Commerce, this government-owned and controlled organization was established by order in council on March 29, 1946, and commenced operations on the first day of May, when it assumed the full responsibilities of the Canadian Export Board. It was maintained by the Minister that, in the present disturbed condition of world trade, there were many transactions that could not be handled entirely by private business and that, in order to deal effectively with many urgent transactions then in hand, it was necessary to establish the Canadian Commercial Corporation as rapidly as possible by order in council.

It was explained by the Minister that the Canadian Export Board was established in January, 1944, to buy essential non-military supplies in Canada for other governments. Among the countries for which purchases were made by the Board were the United Kingdom and her crown colonies, Australia, India, Southern Rhodesia, France, the U.S.S.R., South Africa, New Zealand, Belgium, the Netherlands, the Netherlands East Indies, Norway, Czechoslovakia, Denmark and China. Purchases were also made for the United Nations Relief and Rehabilitation Administration. The value of contracts placed by the Board, as of April 30, 1946, amounted to \$404,274,550. The value of goods on requisitions raised by the Board and transferred to the Canadian Commercial Corporation for future action was estimated to be \$41,142,310.

Storage Warehouses Established

In order to accommodate large quantities of goods, such as clothing, soap, farm implements, leather and fertilizer, purchased by the Canadian Export Board on behalf of UNRRA, it was necessary for the Board to establish packaging and storage warehouses. These are located at Halifax, Saint John, St. Lambert, Lachine, Beauharnois and Winnipeg, from which the stores are shipped overseas from time to time as vessels become available.

The Minister declared that the services rendered during difficult war years by the Canadian Export Board in obtaining essential civilian goods for members of the British Commonwealth and foreign governments were of great importance to the export trade of Canada. Wartime restrictions made normal trading activities impossible in most instances, and consequently the establishment of this government agency was invaluable both to buyers and sellers. In many cases, the purchases made by the Board for governmental agencies of other countries provided the only means whereby Canadians were able, at least in part, to supply traditional markets. In addition, they assisted in introducing Canadian goods into new export markets.

Assists in Export and Import Fields

The Minister pointed out that responsibilities of the Canadian Commercial Corporation would embrace both the export and import fields, and proceeded to summarize in broad outline the projected activities of the Corporation under these heads. "All contracts placed by the Canadian Export Board and not completed as of May 1 were automatically transferred to the Canadian Commercial Corporation without specific amendment", he said. "I should like to emphasize, as a point of considerable importance, that while the Corporation is government-owned and controlled, the contractual relationship between buyer and seller is greatly improved by the establishment of the Corporation. As a separate entity, the Corporation may sue and be sued in its own name in an appropriate court of justice.

"In general, the Corporation acts only as an agent, and does not of itself initiate purchases in Canada. Nevertheless, at the request of Canadian suppliers, it will bring commodities available in Canada to the attention of those whom it represents, supplementing in this regard the Foreign Trade Service of my department. Should such enquiries result in orders, the contracts would then be let by the Corporation. One exception to this is the purchase by the Corporation of canned fish, surplus to Canadian requirements, at prices arranged in collaboration with the Department of Fisheries. The stocks so purchased are held in storage awaiting release on allocation by the Combined Food Board.

Purchase of Supplies from Ex-enemy Countries

"The Corporation will not encroach upon the activities of private business. In fact, one of its primary objectives will be to assist it directly in many important ways. For example, in the import field, it will aid Canadian traders in obtaining essential supplies from ex-enemy territories under military occupation. It is impossible now, and may be for some years, to permit private business to be transacted in a normal fashion between ex-enemy nationals and private concerns in other countries, including Canada. This will apply particularly during the process of re-orientating the Japanese and German economies toward peaceful occupations. During this period, it will be the responsibility of the occupation administrations to control all industry in these countries, and foreign commerce will, of necessity, have to be transacted through government agencies. The measuring-rod for the entrance into Canada of supplies from these areas will be the needs of Canadian business, it being borne in mind that exports from such countries must be permitted in order to pay for necessary imports.

"The situation regarding goods available for export from ex-enemy countries is still obscure. Some commodities certainly will be available for export from these areas before long. The Corporation is at present endeavouring to arrange for representatives abroad through whom specific information will be obtainable in response to enquiries from Canadian businessmen. In the meantime, the Corporation will welcome enquiries from those interested, but it must be emphasized that it may be difficult for some time to obtain precise information.

Corporation Acts as Intermediary

"As far as these ex-enemy areas are concerned, the function of the Corporation would be to assist the Canadian importer by acting as an intermediary, having a position of prestige recognizable by the export, licensing and foreign exchange government organizations of the foreign

governments or military occupation administrations concerned. The Corporation would be expected to certify that the goods would be permitted entry into Canada, and that the necessary foreign exchange would be provided in payment. It would thus enable a private shipper in the other country to obtain an export licence. The terms of the transactions, for example arrangements as to shipment, insurance coverage, and the purchase from the Foreign Exchange Control Board of the foreign exchange involved, would all rest in private hands to the fullest extent permitted by the exigencies of international trade.

"The Corporation in all instances, except when purchasing on government account, will require suitable coverage in the appropriate foreign exchange, in the form of guarantees on acceptance of the order, and actual exchange on acceptance at seaboard in the countries of origin.

"The Canadian Commercial Corporation also will provide a means which, if desirable, can be used in the future for purchasing commodities under international allocation or foreign government control, such as sugar, tea, oils and fats which may, owing to the shortages which now exist, continue under such governmental regulation for some time to come. Although the Corporation thus provides machinery capable of assuming responsibility for the bulk purchasing now carried out by the Commodity Prices Stabilization Corporation, it is not proposed that it shall do so, so long as profit control and subsidies remain in effect.

Contracts on Sealed Tender Basis

"In its capacity of purchasing agent, the Canadian Commercial Corporation will award contracts on the basis of competitive sealed tenders in all cases where it is practicable to do so; having regard, of course, to the utilization of surplus stocks owned by the Crown. Save where the goods to be exported are in free supply, a clearance is obtained from the Export Permit Branch of my department before purchase action is initiated, so that there is no danger of the domestic market being stripped of essential supplies by the export purchasing of the Canadian Commercial Corporation.

"The Canadian Commercial Corporation will make a small charge for its services for the purpose only of covering the cost of its administration expenses.

"Despite the fact that there is no compulsion on any of the agencies representing other governments to avail themselves of the purchasing machinery of the Corporation, the extensive use made of its facilities and those of its predecessor, the Canadian Export Board, indicates clearly the appreciation of such governments of the manner in which the work has been carried out and the ready access to the Canadian market thus afforded them.

Supplementary Services for Traders

"I have spoken at this length to give the House as full a statement as possible of the purposes which the Canadian Commercial Corporation was incorporated to serve and the principles under which it will operate. There is, however, one point I cannot stress too strongly; that is, that the policy of government by which the Canadian Commercial Corporation will be guided is that it shall, at all times, seek to provide supplementary services necessary to assist Canadian traders to obtain access to world markets. I do not propose that it shall occupy, or in any way trespass upon, the field normally reserved for private business. I would like to make that assurance as clear and emphatic as possible.

"I believe that this Corporation will play a role of growing magnitude in assisting the vigorous expansion of Canadian trade which, during the years immediately ahead, will be of such vital importance to us all. That is why I respectfully commend this Bill to the favourable consideration of the House. It is not practicable at this time to anticipate just what calls for assistance may be made upon the Corporation by private business from time to time, as, for instance, in the case of state-trading by other nations, and it is felt that it would be unwise to delimit its purposes and usefulness by a too precise detailing of its activities. These functions inevitably will be influenced by practical experience, the acknowledged needs of Canadian business, and the changes occurring so swiftly in the pattern of world trade in these difficult days, but the welcome already extended to the Canadian Commercial Corporation by the Canadian business community provides ample proof that this new agency is destined to make a most constructive contribution to the restoration, development and enlargement of our trade."

Foreign Fish Requirements Were Filled Largely by Canada

Some twenty million pounds of fresh and frozen filleted cod, haddock, hake, cusk, pollock and rosefish supplied to United States this year—Over thirty thousand foxes, furs and skins imported from this country in five months ended last April.

BY UNITED STATES SECTION, FOREIGN TRADE SERVICE

Washington, D.C., June 21, 1946.—Canada supplied the United States with a very large proportion of her import requirements of filleted cod, haddock, hake, pollock, cusk and rosefish, whether in the fresh or frozen state, during the first six months of this year. Preliminary figures made available by the Treasury Department in Washington indicate the position on June 1, 1946, of the import quotas for which provision was made under the Canada-United States Trade Agreements, signed on November 17, 1938. It is noted that, of the quota established for the calendar year, 20,344,773 pounds, or 99·8 per cent, have already been imported.

Red cedar shingles imported under quota provisions were purchased exclusively from the Dominion, amounting to 665,806 squares, or 46·2 per cent, in the calendar year.

Of the established quota for silver or black foxes valued under \$250, and fox furs amounting to 67,012 for the period from May to November, 1946, a total of 9,656 was imported from all countries in May. During the five months from December 1, 1945, to April 30, 1946, a total of 30,115 foxes valued under \$250, whole furs and skins was imported from Canada.

In the following table, which shows the established quota of certain products in which Canadians are interested, are shown the imports of whole milk and cream, which were secured almost entirely from the Dominion.

	Unit	Established World Quota	Reduction in Duty from 1930 Tariff Act	Imports as of June 1, 1946 Quantity	Per Cent
Whole milk	Gals.	3,000,000 per calendar year	6½ to 3¼c per gal.	4,128	....
Cream	Gals.	1,500,000 per calendar year	56% to 28¼oc. per gal.	945	....
Filletted fish, fresh or frozen: cod, haddock, hake, pol- lock, cusk and rosefish. Lbs.		20,380,724 per calendar year	2½ to 1½c. per lb.	20,344,773	99.8
Certified seed potatoes..	Bus.	1,500,000 beginning Sept. 15, 1945	75 to 37½c. per 100 lb.	Quota filled	....
White or Irish potatoes, other than seed potatoes	Bus.	1,000,000 beginning Sept. 15, 1945	75 to 60c. per 100 lb. Dec. 1 to end of Feb.; 37½c. Mar. 1 to Nov. 30 Free	4,482	0.4
Red cedar shingles	Sqs.	1,396,423 per calendar year		665,806	46.2
Silver or black foxes, furs and articles: *Foxes valued under \$250 each, whole furs and skins	Nos.	100,000 beginning Dec. 1, 1945	50 to 35% ad val.	30,115	30.1
Tails	Pieces	5,000 beginning Dec. 1, 1945	50 to 35% ad val.	....	....

*The duty on live foxes of 15 per cent ad valorem, the rate under the Tariff Act of 1930, is not affected by the agreement.

Trade and Tariff Regulations

Export Permits for Textiles

By Export Permit Branch Order No. 145, effective on and after July 6, 1946, Group 3 of the Schedule of Commodities is amended by cancellation of the \$25 exemption previously established in respect of shipments to any part of the British Empire or to the United States. All fibres, textiles and textile products, which are not otherwise exempted, will be subject to the requirement of an export permit for shipments in excess of \$5 when consigned to the destinations specified.

Licences Lifted by U. K. on Samples

Notice to Importers No. 188, issued by the British Board of Trade on May 22, contains the following information regarding the application of the import licensing regulations to samples:—

As a concession, licences will not be required for bona fide trade samples provided that the Officer of Customs and Excise at the place of importation is satisfied that the quantities are not excessive in relation to the nature of the goods concerned. This concession is normally limited to one reasonable sample of each type or variety of goods. In cases of doubt, the importer should make application to the Import Licensing Department before shipping.

Unless they are goods of a type admissible under Open General Licence, samples outside the scope of the above concession would be subject to

normal import licensing requirements, i.e., their importation would depend on the prior issue of a licence obtained by the importer on application to the Import Licensing Department, Board of Trade, 189 Regent Street, London W. 1. Where samples are sent free of charge, the usual obstacle to granting a licence for Canadian products, i.e., the necessity for conserving dollar exchange, is not present. Exporters are nevertheless advised to follow the normal procedure of withholding shipment until they receive from the consignee either the import licence number or definite assurance that a licence is not required.

Neither admission without a separate import licence, nor the grant of an individual licence, relieves goods from liability to any import duty or purchase tax to which they may normally be liable. Appropriate certificates of Canadian origin should be furnished if the goods are to be entered under imperial preference.

MARKET SURVEY OF ALGERIA—*Continued from Page 35*

southeast of Algiers, and in the Ahaggar, the mountain range in the far interior of the Sahara—they retain their own customs, their own language, and even their own characteristics of dress. The Tuaregs of the Ahaggar, for instance, have a matriarchal organization in which the men wear the veils instead of the women, despite their very great warlike qualities. Throughout North Africa, too, Moslem orthodoxy, which opposes the establishment of a priestly order, is ignored in favour of large numbers of priests, saints—both living and dead—and a sort of animism which may have its roots among the many negro slaves who were brought into the country throughout the centuries.

During the period of Arab rule, there were many movements and dissidences among the Arabs themselves, and there was even formed the rather powerful Berber Empire of the Almoravids. This empire also invaded Spain to help the Spanish Moors, and they in turn introduced Andalusian culture into Africa, particularly in Morocco, where many eleventh century monuments show a distinct Spanish character.

Corsairs Caused Considerable Concern

In the sixteenth century, the reverse movement occurred, and the Spaniards were the ones who formed an Empire in Algeria. The natives thereupon appealed to certain Turkish pirates who had established themselves among the coastal islands, and the latter quickly pushed the Spaniards out and then offered homage to the Sultan of Constantinople. The Turks were not loath to take advantage of this free gift, and soon managed to eject the somewhat independent pirate chiefs, appointing in their stead short-term administrators who carried out Turkish policy but whose chief concern was in lining their own pockets. In effect, therefore, the pirates, who became known as Corsairs, retained effective control and became exceedingly wealthy and therefore powerful. Mediterranean traffic became so unsafe that many attempts were made by European nations to annihilate the Corsairs—the French made attempts against Algiers in 1661 and 1668, and the Spanish made a landing in 1775, but little success attended these attempts. Slowly, however, there developed financial relations between France and the Dey of Algiers, and this in turn brought about complications which finally caused the French to land in force in 1830. At first, the official policy was that only the coastal towns should be occupied, but by 1848 the whole of the populated area in the North had been occupied. Since the Berbers south of this area continued occasional raids against the colonists and the natives to their north, the

French progressively occupied more and more of the country, until in the early twentieth century nearly the whole of the country was pacified.

Colonization was fairly rapid, there being 25,000 Europeans in Algeria by 1839. At first there was large-scale exploitation and financial speculation, raising land values to such an extent that natives abandoned their lands without regard to tribal rights and economic necessity. Gradually, however, certain lands were made by law inalienable, in order that Europeans should not indiscriminately dispossess the natives. Under this new policy, the European population increased to 107,000 in 1847, and has increased steadily since then.

Algeria a Part of France

"Unlike Tunisia and Morocco, which are protectorates administered by the French Foreign Office, Algeria is an integral part of France, administered by the Ministry of the Interior, and sends representatives to the French Parliament. In the past, there has been considerable conflict between the civil and military authorities. Civil rule, supported by the colonists, was associated with a policy of close attachment to France in contrast to military rule, which favoured greater autonomy, coupled with greater respect for the rights of the native and less encouragement for colonization. It was very largely the desire of the colonists to be administered by the home government, rather than by the military authorities in Algeria, that led to the present connection of Algeria with France." This quotation is an excellent synthesis of the trends of thought which led to the present status of Algeria, but it can hardly be held to reflect the present attitude of the French inhabitant.

The populated area of Algeria, as has been previously stated, is along the coast. This has been divided into three Departments, similar in structure to those in France itself, each sending representatives and senators to the French parliament. The remainder of the country, the desert area, is still under military administration, and might be compared to the politically amorphous stage of development of the Canadian North-West Territories. It is to be noted that the military administrators themselves are subject to the will of the civil authorities, through the Governor-General, and thence upwards to the Ministry of the Interior in Paris.

French Laws Adapted to Country

The Ministry of the Interior is represented in Algeria by the Governor-General, who to some extent can be compared to the Regional Prefect in France. In addition, there are the Departments of Oran, Algiers and Constantine, each with a Prefect whose duties are similar to those in any other French Department. The Governor-General, however, has much greater powers than any similar official in France, since the special problems arising from the relationships of a mixed population of Moslems and Christians require a special adaptation of many French laws applicable in Algeria.

At one time, at the turn of the century, Algeria was completely attached to France, and was to follow exactly the same administrative regime. This was soon found to be unworkable, however, since many French laws could not be applied to the Moslems—including laws with respect to monogamy—and a far greater degree of control was given to the local administration in Algeria, although this control remained technically in the hands of the Ministry of the Interior. Justice and education remain under the direct control of France, but in financial matters Algeria prepares its own budget, and only occasionally has to call upon French resources for a loan to balance its receipts and expenditures.

Moslems Support Integration

At the same time certain anomalies have arisen out of the vague system of "integration" with France at present in existence. Most of the ills are of an economic nature. Economic life remains greatly integrated with that of France. At present it is the French industrialist and businessman in Algiers who resents this integration, whereas the Moslem is more and more vociferous in his demand for complete attachment to France. In the latter case, the Moslem feels there could be no discrimination, since complete integration would mean the extension of French nationality to all inhabitants, and would give them outright control of Algeria. The European, on the other hand, asserts with considerable truth that the present status of the country prevents its industrialization and economic development.

Population Estimated at 8,500,000

As stated at the beginning of this chapter, the total population of Algeria according to the 1936 census was 7,234,684, of which 6,247,432 were natives, and 987,252 were Europeans. The rate of increase during the five-year period, 1931 to 1936, had been 681,233, so that during the ten-year period which has intervened since the last census, it is probable that the population has increased by about 1,300,000, and now stands close to 8,500,000.

The density of population in the three northern departments is 81.4 to the square mile. When the southern territories are included, the density is 8.4 to the square mile. The native population is increasing at a much faster rate than that of the Europeans, although the influx of refugees at the beginning of the war may have helped to balance the two populations, since the refugees—estimated at between 100,000 and 150,000—have in many cases settled down in the country.

The European population is mostly French, but there were in 1936 some 128,000 Europeans of Spanish origin, a figure which has been greatly increased as a result of the freeing from concentration camps of large numbers of Republicans, who have remained in Algiers because they could not return to their own country. At the same date, there were 50,000 of Italian origin, 15,000 of Maltese origin and 18,000 of other nationalities. Among the natives, the Arabs or arabized Berbers are the predominating group, representing about 60 per cent of the population. The Berbers account for about 1,200,000 inhabitants, while the native Jew probably accounts for 100,000.

The populations of the chief cities in 1936 were as follows. In most cases the population has greatly increased since that time, due to a movement away from the country, and in the case of Algiers the number of inhabitants has risen to over 500,000.

Urban Population of Algeria, 1936

	Native	European	Total
Algiers	81,729	182,503	264,232
(with suburbs) .....	.....	.....	367,093
Oran	48,068	152,603	200,671
Constantine	59,368	54,409	113,777
Bone	40,250	46,082	86,332
Philippeville	32,276	33,836	66,112
Sidi Bel Abbes	20,944	33,810	54,754
Tlemcen	40,881	13,382	54,263
Blida	30,113	13,930	44,043
Mostaganem	20,405	18,150	38,555
Setif	26,013	10,028	36,041
Mascara	18,404	15,118	33,522
Bougie	25,510	6,109	31,619

Iron and Steel Industry of U.S.S.R. Being Expanded in New Plan

BY EUROPEAN SECTION, FOREIGN TRADE SERVICE

The fourth Five-Year Plan for the iron and steel industry is but a part of the huge objective for the development of the basic industries of the Soviet Union indicated by Stalin in his election speech in February last. In this speech, Stalin envisaged the completion of not one but three new Five-Year Plans, in order to achieve an annual production of up to 50 million tons of pig iron and 60 million tons of steel, which represents an increase of approximately three times over the 1940 output. The present Plan has as its objective the production in 1950 of 19,500,000 tons of pig iron and 25,400,000,000 tons of steel, approximately 35 per cent more than in 1940. This is to be achieved by the rehabilitation of the iron and steel plants in the south, by the continuing all-round development of the iron and steel mills of the Urals, Siberia and the Far East, together with the construction of new iron and steel plants in Georgia, Azerbaijan, Kazakhstan and the Leningrad area.

In the south, in the Donetz Basin and the Dnieper area, restoration of the metallurgical plants was begun immediately upon liberation of the district. Special brigades of builders and metallurgical workers followed in the immediate rear of the liberating army. It is stated that, as a result of this policy, 19 blast furnaces, 52 hearth furnaces, 51 rolling-mills and 56 coking factories were restored and in operation by the end of 1945. The progress of the rehabilitation of the iron and steel industry is, of course, entirely dependent upon the rehabilitation of the coal mines in the area.

Restoration Activities Concentrated

Restoration work in iron and steel plants is being concentrated particularly on the Makeyevski Works, the Azov Steel Works and the Zaporozhye Steel Works. By the end of 1945 a blooming mill had been put into operation at the Makeyevski Works, which completed the restoration of the whole metallurgical cycle of that most important enterprise of the south. Special importance is attached to the restoration of the Zaporozhye Steel Works in connection with the development of the Soviet automobile industry. Three large pipe rolling-mills are in process of restoration, the Lenin and Libknecht Works and the pipe rolling works at Nikopol. The new Plan indicates that, once the pre-war level has been reached, the industry will be expanded considerably on the basis of the iron ore of Krivoi Rog and Kersh.

The basis for the future development of the metallurgical industries of the Urals had been well laid in the thirties, but the wartime loss of the Dnieper and the Donetz Basin areas, which produced more than half the Soviet Union's total supply of pig iron and steel, forced the great expansion of the iron and steel industry of the Urals and Siberia. But typical of the problems resulting from the loss of the southern metallurgical base was the fact that there was not a mill in the east which could roll armour plate. In July, 1941, the first sheet of armour plate was rolled in Magnitogorsk. Peacetime practices were violated for, in order to obtain sufficient ingots, it was necessary to melt the steel in open-hearth furnaces.

In the whole of the eastern areas the output of iron and steel increased by more than 50 per cent during the war years. This intensive development in the Urals is to be continued and increased in the post-war period. The Magnitogorsk Iron and Steel Mills, the Urals' biggest metal producer, will build three new open-hearth furnaces in 1946 alone. The recent statement that by 1950 this plant alone would be producing "substantially more than all of Tsarist Russia" indicates that the Plan objective for the Magnitogorsk mills has been set at well over 4,000,000 tons. One of the most important tasks set for the Urals area is the further expansion of the Novo-Tagil Metallurgical Combine, the final capacity of which will eventually be larger than that of the Kuznetsk plants and almost as large as that of the Magnitogorsk combine. The Five-Year Plan objective of the Kuznetsk Iron and Steel Works of Western Siberia, at present the second largest in the Soviet Union, has been set at 2,500,000 tons, half that of the Magnitogorsk plant.

Provision Made for More Coal

Proposals for the future development of the coal industry of the Soviet Union, as outlined in previous articles on the Five-Year Plan, involve the relationship between the coal industry of the Kuznetsk Basin and the metallurgical industry of the Urals. The uneconomical 2,000-kilometre rail haul between Western Siberia and the Urals is to be minimized, and the industrial expansion of the Urals is no longer to be dependent upon Kuznetsk or Karaganda coal, but upon exploitation of the northern coal fields of the Pechora Basin. The release of Kuznetsk coal, 50 per cent of which at present is shipped to the Urals, will permit the great development of the iron and steel industry of Western Siberia. Similarly, the exploitation of the Abakhan, Shalym and Sheregesh iron ore deposits of Siberia will permit of a reduction in the importation of Urals iron ore into the Kuznetsk Basin.

The new Pechora coal basin, which occupies such a key position in the plans for future development of the iron and steel industry in the Soviet Union, has been developed only since the war and the completion of the Severo-Pechorsky railroad in 1941. Production has increased elevenfold during the past four years, and this area now ranks fifth among the coal basins of the country in volume of output. According to the new Plan, this basin is to feed coking coal not only to the iron and steel industry of the North Urals but also to the proposed new metallurgical base near Leningrad.

Leningrad to be Industrial Centre

One of the most interesting features of the new Plan is a proposal for the revival of Leningrad as a centre of heavy industry. In the past the machine-building industry of Leningrad has been based almost entirely on metal brought from other parts of the country. Although details have not been made public, it is clear that Leningrad is to be provided with its own iron and steel plants. By the construction of a railway line across the northern district from Kotlas to Vorkut, Leningrad can be supplied with coal from Pechora to use with iron ore from the Kola Peninsula.

The Five-Year Plan for the development of the Georgian Republic illustrates the trend toward increasing the number of self-contained metallurgical-coal combines, which will reduce the strain on transport and contribute to a rationalization of the whole economy. On the basis of the coal deposits at Tkviubi and Tkvarchel, a large metallurgical combine is under construction. This new plant in the Tbilisi area, authorized

by the Plan, has a projected capacity of 430,000 tons of pig iron and 500,000 tons of steel a year. The foundation for the development of an iron and steel industry in Azerbaijan, based on the exploitation of the Dashkesan iron ore mine, is being laid by the construction of a large tube rolling-mill in Sumgait. Similarly, the construction of the first metallurgical plant in Kazakstan, together with a large new steel mill, is called for in the Plan for that republic.

Increased Iron Ore Extraction

In addition to the construction of new plants based upon sources of iron ore hitherto developed, the Plan calls for the more intensive extraction of ore from these mines. It is laid down, for example, that the extraction of iron ore in the Shori highlands of the Urals shall be increased by 2,000,000 tons and that additional mines be opened in what is known as the "Kursk magnetic anomaly" in Siberia.

The high objective set for the iron and steel industry can only be reached by the introduction of more highly mechanized methods of production and by a corresponding increase in labour output. The backwardness of industrial methods and the unfavourable conditions under which the workers in the industry managed to achieve and maintain the wartime production level are underlined by the emphasis in the new Plan on the importance of introducing technical and mechanical improvements. The rehabilitation of the mills in the south offers the opportunity for economical mechanization of the industry in that area to replace "laborious processes" involved in its operation. Modern cranes are to be provided, and the automobile industry is to undertake production of tip-trucks for use at the plants. Technical improvements include the development of flame chipping of ingots, and the use on an industrial scale of oxygen-enriched blasts for blast and steel furnaces will be introduced. Examples of industrial techniques in use in the United States are constantly referred to by Soviet authorities and *Trud* gives a sufficient reason why use of the open-hearth process should be extended in preference to the Bessemer process in the simple statement that the latter process "is now comparatively rarely employed in the U.S.A."

In preparation for the future development of the iron and steel industry under subsequent five-year plans, the present Plan calls for a wide program of geological surveys, especially in the eastern areas, in an effort to increase the commercial reserves of iron ore and other raw materials. Exact indication of the permanent nature of the industrial concentration in the east is afforded by figures recently published in *Pravda* showing the relative importance of eastern metallurgy in the total production of the Soviet Union. In 1950, as compared with 1940, the east will produce 44 per cent of the pig iron as against 29 per cent, 51 per cent of the steel as against 34 per cent and 51 per cent of the rolled metal as against 33 per cent.

Heavy Cargo of Food for Britain

Food featured the heavy cargo loaded aboard the Canadian Pacific freight liner *Beaverford*, which sailed on July 4 from Montreal for Liverpool on the return section of her maiden voyage to Canada. This included Canadian cheese and wooden cheese rollers with which to manufacture the product in Great Britain, several hundred tons of egg powder and evaporated milk. This vessel also carried thirty-five passengers and equipment for British industry, including radar parts, Red Cross clothing, footwear, wallboard, metals, logs and Canadian bobbinwood with which to make spindles for British textile mills.

Market Survey of Tunisia

Chapters subsequent to this introduction will deal with Agriculture, Communications, Mining, Industry, Hydropower, Pre-War Foreign Trade and Canadian Commercial Prospects.

I

BY J. P. MANION, CANADIAN TRADE COMMISSIONER

Tunisia is one of the smallest of the French possessions in Africa, having an area of 48,332 square miles, or approximately the same as that of Great Britain. According to the 1936 census, the total population was 2,503,000 inhabitants, of whom Moslem natives accounted for 2,230,700, Jewish natives for 59,400. There are barely 210,000 Europeans, of whom slightly more than half are of French extraction, slightly less than half are Italian, and some 8,000 are of Maltese origin.

Tunisia has no real geographic entity of its own. It is an easterly prolongation of Algeria, with no very striking differences of structure or topography. In the north are well-wooded mountains, called the Tell, which are an extension of the Kabilye in Algeria. South of these mountains is the valley of the Oued Majerda which flows eastwards through mountain gorges until it finally reaches the wide and fertile plain of the eastern seaboard.

The southern part of the country is essentially Saharan and whereas, in the north, rainfall and climate make for a Mediterranean vegetation, the south falls off into a steppe vegetation of herbs and grasses. In the oases there are date palms and other trees which thrive in a hot atmosphere.

This should not give the idea that the country is torrid and tropical. Indeed, in the north and east, where there is sufficient rain, the climate is similar to that in Italy or other countries bordering on the Mediterranean. Its high mountains add to the diversity of temperatures, since the winters may be very cold in these higher regions.

Phoenicians First Colonists

The first known colonies in Tunisia were established by Phoenician merchants around 1100-900 B.C. Among the most important of such settlements was Carthage, which for four hundred years maintained the mastery of the Mediterranean, despite frequent attacks by the Greeks and later by the Romans, who tried by every means to break the Phoenician monopoly. Finally, in the year 146 B.C., the Romans succeeded in defeating Carthage and completely destroying the city. The Romans then colonized the coastal areas, introducing Latin and Christianity. Peace and prosperity followed until 439 A.D., when the Vandals were able to conquer the country, due to the disintegration of the Roman Empire. The Byzantine Empire regained control for a period, but the new Moslem Empire established in Syria and Egypt was slowly extending its conquests to the west, and all resistance was finally crushed around the year 670 A.D. It was then that the Arabs gradually brought in their language and the Moslem religion, but it should be remembered that these are not the original language or religion of the native Berber peoples. These latter, who still form the majority of the population, appear to be related more to the early Egyptians than to the Arabs. Although there has been much inter-marriage in the 1200 centuries which followed the first Arab conquest, there still remain very distinct differences between true Arabs and the Berber-Arab mixture which is common in North Africa.

Geographically, Tunisia has always been one of the battlegrounds of Africa, due to the fact that its northern-most extremity is less than 100 miles from either Sardinia or Sicily, and therefore controlled east-west movement in the Mediterranean. Invasions from the east therefore had a tendency to stop or diminish by the time Tunisia was taken. For this reason, Tunisia has much greater ties with the Eastern Moslem world than has either Algeria or Morocco. At times of Arab unrest, Tunisia is a sensitive area, and one is more likely to encounter high feeling there than in other parts of North Africa.

It was in this area, the Barbary Coast of pirate days, that Barbarossa established himself in the sixteenth century and led his raids against shipping and along the coastal towns. Barbarossa was a Turk, and his exploits drew the attention of the new Ottoman or Turkish Empire, which was able to occupy Tunis in 1574, despite weak opposition from the Spaniards, who by then were gradually extending their own spheres of influence along the African coasts.

The Ottoman administrative forms were adopted in Tunisia, and in 1705 a Pasha-Bey dynasty was formed, and continues to rule the country to this day. As it became more and more independent from the Turks, it instituted many reforms, suppressed piracy, and improved relations with European countries. However, large loans were accepted from the French, who secured more and more influence in the country.

Algeria was occupied in 1830, and this proximity made relations with Tunisia still more intimate and important. Some fifty years later, in 1881, the country was overrun, and by the treaty of La Marsa in 1883, Tunisia became a French Protectorate, with the Bey as nominal ruler, but a French Resident-General and a French army of occupation as the effective powers in the country.

Administration Rests on Moslem Law

Administration in Tunisia rests on Moslem law, on the one hand, and French codified law, legislation and administrative enactments on the other. Although the Bey still has a small cabinet of his own ministers, and technically rules through the local Caid, Khalifas and Kahias, in actual facts the orders given by the Bey are in most cases inspired by the French Resident-General or his parallel organization.

Tunisia is not administered through the Ministry of Colonies in Paris, but is a direct responsibility at that level of the Ministry of Foreign Affairs, as is the case in Morocco. Laws passed in France are not automatically applicable in Tunisia, but must be repeated there in the form of an edict issued by the Bey. In the same way, there are many laws, particularly with respect to Moslem practices which are evolved in Tunisia itself, and are applicable only to that country.

In one important respect, legislation in Tunisia is of consequence to Canada. Since the Tunisian protectorate is not subject to international agreement, as is the case in Morocco, there has never been an obligation on the part of France to ensure the application of an "open door" policy in commercial and shipping matters. The result is that France has always benefited from preference on the market. This preference for a number of years has amounted to virtual free trade between the two countries, since there are no restrictions on a wide variety of articles, most of which are the items of primary interest to both areas. Similar freedom of trade exists between Tunisia and Algeria.

Since the war, customs duties have been in suspense, due to the controlled nature of foreign trade. As the internal price structure varies in the different areas, all movements of goods from one area to another are subject to equalization taxes, and to some extent these must be considered as new and far higher customs duties than ever existed before. For instance, Tunisia, which is normally a large producer of olive oil, had a production in 1945 barely sufficient for its own needs. An export control has therefore been applied, and the normal flow into Algeria has been arrested. In consequence the shortage in Algeria has caused very high prices (300 francs per litre), whereas Tunisian oil is still retailed within the country at 70 francs per litre. When export permits into Algeria are granted, therefore, the Algerian authorities are obliged to levy a tax of about 230 francs per litre to bring the price up to market levels within their own territory.

Since the various administrations benefit from such taxes, there may be some attempt to perpetuate in the form of customs duties some of the extraordinary levies necessary during the war. The desirability of trade with Italy may also encourage a demand for revision of the tariff structure in Tunisia. In either case, Canada may indirectly benefit from such changes.

Population Estimated at 3 Million

The population of Tunisia has increased very substantially since the country became a French Protectorate. Estimated population in 1881 was 1,514,000, of which only 14,000 were Europeans. According to the census of 1936, the population at that time was 2,608,313, of which 213,205 were Europeans. Since the rate of increase, as in the remainder of North Africa, is about 15 per cent per decade, the probable population at the present time should be almost 3,000,000.

The native population in Tunisia has intermingled to such an extent that it is impossible to estimate the number of pure-bred Berbers, or those of purely Arab descent. In most cases the pure stock has disappeared, and it is therefore safe only to say that the Moslem population, consisting of Berber-Arab stock, totalled 2,335,623 in 1936, while native Jews accounted for the remaining 59,485 of the native population.

Among the European races, French and Italians predominate, and are present in almost equal numbers, a fact which caused continual recriminations prior to the war between France and the Fascist regime in Italy. According to the 1936 census, the 213,205 Europeans were of the following racial origins: French, 108,068; Italians, 94,289; Maltese, 7,279; and other origins, 3,569. Tunis is the only relatively large city in the country, and its population is now close to 400,000, having increased very greatly since the census of 1936, which is cited in the table below:—

Urban Population of Tunisia, 1936

	Native	European		Total
		French	Italian	
Tunis	120,701	42,678	49,878	219,578
Sfax	34,672	5,224	2,610	43,333
Sousse	19,825	5,332	2,882	28,470
Bizerta	17,211	8,054	2,980	28,468
Kairouan	22,128	615	171	22,991

Commercial Notes

AUSTRIA AND GERMANY

Limited Trading Resumed

Limited trading may be resumed with persons residing in Austria and Germany, a notice to this effect having been issued on June 25, 1946, by the Secretary of State of Canada. Such trading must be carried on exclusively through the Canadian Commercial Corporation, and will be subject to the various controls still in force.

It is further stated that limited relief shipments by individual Canadian citizens will also be permitted to these countries, subject to the regulations of the Export Permit Branch, Department of Trade and Commerce, and the Post Office Department. Any persons engaging in such trade shall not be deemed to be trading with the enemy. But, due to the shortage of shipping and foreign exchange, communication problems and controls still in force, difficulties may be encountered.

Permission so granted shall apply only to transactions entered into after June 25, 1946. Any property which shall have been vested in the Secretary of State, acting in his capacity as Custodian, shall continue to be so vested, notwithstanding the permission given.

ALBANIA AND POLAND

Trading Resumed

Trade may be resumed with persons residing in Albania and in Poland, a notice to this effect having been issued on June 25, 1946, by the Secretary of State of Canada. Any person engaging in such trade shall not be deemed to be trading with the enemy. But such persons are advised that, owing to the shortage of shipping and foreign exchange and to communication problems, difficulties may be encountered.

The permission granted shall apply only to transactions entered into after June 25, 1946. Any property which shall have been vested in the Secretary of State of Canada, acting in his capacity as Custodian, shall continue to be so vested, notwithstanding the permission given. Furthermore, it shall continue under his control until it is expressly released under the provisions of the Revised Regulations Respecting Trading with the Enemy (1943).

ESTONIA, LATVIA AND LITHUANIA

Trading Resumed

Trading may be resumed with persons residing in Estonia, Latvia and Lithuania, a notice to this effect having been issued on June 25, 1946, by the Secretary of State of Canada. Any person engaging in such trade shall not be deemed to be trading with the enemy. But such persons are advised that, owing to the shortage of shipping and foreign exchange and to communication problems, difficulties may be encountered.

The permission granted shall apply only to transactions entered into after June 25, 1946. Any property which shall have been vested in the Secretary of State of Canada, acting in his capacity as Custodian, shall continue to be so vested, notwithstanding the permission given. Furthermore, it shall continue under his control until it is expressly released under the provisions of the Revised Regulations Respecting Trading with the Enemy (1943).

BRITISH GUIANA**Imports and Exports Higher**

Port-of-Spain, June 19, 1946 (FTS).—Statistics showing imports by source and exports by destination are again being published on a monthly basis by the Georgetown Chamber of Commerce. During the first four months of 1946, total imports amounted to B.W.I. \$8,383,935, as compared with \$6,843,784 for the same period in 1945. Of this total, the Canadian share totalled \$3,077,332; United Kingdom, \$2,352,862; other British countries, \$761,492, and foreign countries, \$2,192,329.

The principal items from Canada were fertilizers, \$1,804,461; flour, \$587,228; split peas, \$227,048; cotton piece-goods, \$185,329; milk, \$142,812; beer, etc., \$137,293; boots and shoes (other than canvas), \$129,766; dried fish, \$119,005; potatoes, \$104,831; butter, \$97,198; apparel, \$69,284; automobiles and parts, \$75,693; machinery, \$63,454; tinned fish, \$61,986; timber, \$54,286; and cheese, \$49,886.

Exports from the colony amounted to a total of B.W.I. \$7,772,518, as compared with \$7,308,575 during the same period in 1945. Of this total, Canada took \$2,586,561; United Kingdom, \$3,236,040; other British countries, \$1,249,083; and foreign countries, \$700,834. Canadian purchases were down by slightly over a half-million dollars, while those by the United Kingdom increased by about \$700,000. The drop in exports to Canada was due to reduced purchases of sugar and bauxite, while the United Kingdom took increased quantities of balata, molasses, sugar and diamonds.

TRINIDAD AND TOBAGO**Cost of Living Index Higher**

Port-of-Spain, June 19, 1946 (FTS).—The cost of living index for the colony at June 1 stood at 202, as compared with the datum year, 1935, taken as 100. This is the highest point yet recorded. The increase of 2 per cent since during May was due primarily to a rise in the cost of beef. The index for foods now stands at 220. The index covers items of importance in the working-class family expenditure only. The cost of living for families in the higher income brackets has risen to an even greater extent, although official data are not available.

PERU**Controls Imposed on Foodstuffs**

Lima, Peru, June 21, 1946 (FTS).—The importation of foodstuffs into Peru is to be further controlled, according to a Supreme Resolution dated June 12 and published in newspapers here on June 15. At present imports of all commodities into Peru require the previous authorization of the Department of Imports of the Ministry of Finance through the importer applying thereto for an Import Licence (Permiso de Importación). The new Resolution provides that this licence must also be vised by the Dirección de Abastecimientos (Bureau of Supplies) of the Ministry of Agriculture, in the case of foodstuffs.

In the preamble of the Resolution, it is stated that the purpose of this ruling is to prevent the charging of excessive prices for foodstuffs and their hoarding for black market operations.

Foreign Exchange Quotations

Following are nominal quotations based on rates available in London or New York and converted into Canadian terms at the midrate for sterling or United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada:—

Country	Monetary Unit		Nominal Quotations July 2	Nominal Quotations July 6
Argentina.....	Peso	Off.	.3282	.2977
		Free	.2701	.2450
Australia.....	Pound	....	3.5520	3.2160
Belgium and Belgian Empire.....	Franc	....	.0251	.0228
Bolivia.....	Boliviano	....	.0262	.0238
British West Indies (except Jamaica).....	Dollar	....	.9250	.8396
Brazil.....	Cruzeiro	Off.	.0668	.0606
		Free	.0571	.0518
Chile.....	Peso	Off.	.0570	.0517
		Export	.0441	.0409
Colombia.....	Peso	....	.6282	.5698
Cuba.....	Peso	....	1.1025	1.0000
Czechoslovakia.....	Koruna	....	.0220	.0200
Denmark.....	Krone	....	.2296	.2084
Ecuador.....	Sucre	....	.0816	.0740
Egypt.....	Pound	....	4.5538	4.1333
Eire.....	Pound	....	4.4400	4.0300
Fiji.....	Pound	....	4.0090	3.6363
Finland.....	Markka	....	.0081	.0073
France and French North Africa.....	Franc	....	.0092	.0084
French Empire—African.....	Franc	....	.0157	.0143
French Pacific possessions.....	Franc	....	.0222	.0202
Haiti.....	Gourde	....	.2205	.2000
Hong Kong.....	Dollar	....	.2775	.2513
Iceland.....	Krona	....	.1702	.1545
India.....	Rupee	....	.3330	.3022
Iraq.....	Dinar	....	4.4400	4.0300
Italy.....	Lira	....	.0049	.0044
Jamaica.....	Pound	....	4.4400	4.0300
Mexico.....	Peso	....	.2268	.2058
Netherlands.....	Florin	....	.4153	.3760
Netherlands East Indies.....	Florin	....	.4153	.3770
Netherlands West Indies.....	Florin	....	.5842	.5303
New Zealand.....	Pound	....	3.5698	3.2402
Norway.....	Krone	....	.2220	.2015
Palestine.....	Pound	....	4.4400	4.0300
Peru.....	Sol	....	.1709	.1550
Philippines.....	Peso	....	.5512	.5000
Portugal.....	Escudo	....	.0444	.0403
Siam.....	Baht	....	.1110	.....
Spain.....	Peseta	....	.1009	.0916
Straits Settlements.....	Dollar	....	.5180	.4702
Sweden.....	Krona	....	.2627	.2385
Switzerland.....	Franc	....	.2563	.2325
Turkey.....	Piastre	....	.0085	.0077
Union of South Africa.....	Pound	....	4.4400	4.0300
United Kingdom.....	Pound	....	4.4440	4.0300
United States.....	Dollar	....	1.1025	1.0000
Uruguay.....	Peso	Controlled	.7258	.6583
		Uncontrolled	.6206	.5629
Venezuela.....	Bolivar	....	.3261	.2985

Traffic on Railways in March

Revenue freight loaded at Canadian stations and received from foreign connections during March amounted to 11,737,829 tons as compared with 10,357,656 tons in February and 12,875,725 tons in March, 1945, according to the monthly traffic report issued by the Dominion Bureau of Statistics. Loadings declined from 8,487,844 tons in March last year to 8,153,688 tons or by 3.9 per cent. Imports showed an increase of 180,961 tons or 10.5 per cent, and freight moving between foreign points dropped 984,701 tons or nearly 37 per cent.

Foreign Trade Service

The function of the Foreign Trade Service is the maintenance and promotion of Canadian external trade. It consists of six divisions, each administered by a Director. These Divisions are: Trade Commissioner Service, Export Division, Import Division, Wheat and Grain Division, Commercial Relations and Foreign Tariffs Division, Industrial Development Division, and Trade Publicity Division.

Organization and Functions

Trade Commissioner Service.—Consists of headquarters at Ottawa and offices in various British and foreign countries administered by Trade Commissioners. The Director has charge of the work of the Service at home and abroad. The headquarters staff includes a group of officials, in charge of area desks, who record and supply information and handle general inquiries regarding trade with particular countries or geographic areas.

Trade Commissioners promote Canada's trade by obtaining and forwarding inquiries for Canadian goods from importers in their territories to headquarters at Ottawa and to Canadian exporters; by reporting upon import requirements in their territories, the types of goods wanted, competitions to be met, methods of packing and shipping, tariffs and trade regulations affecting these goods, etc. They also assist Canadian importers who desire advice on the supply of commodities available in overseas territories, prices, packing, names of possible suppliers, etc. Trade Commissioners prepare periodic reports on trade, business and financial conditions, markets for particular commodities, and related subjects for publication in the *Commercial Intelligence Journal* or in pamphlet form.

A list of the offices abroad is given below.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

- Exporters require specialized information on trade and business conditions, markets, trade regulations, tariff changes and other controls affecting the movement of goods between countries.
- The *Commercial Intelligence Journal* furnishes authoritative coverage on these vital matters received from Trade Commissioners of the Department of Trade and Commerce and other sources.
- Published weekly in English and French, subscription rates for either editions are: \$1 a year in Canada (single copies 5 cents each) and \$3.50 outside Canada (single copies 10 cents each). Address orders to the King's Printer, Government Printing Bureau, Ottawa.

CANADIAN GOVERNMENT TRADE COMMISSIONERS

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address, Canadian, unless otherwise shown.

Argentina

J. C. DEPOCAS, Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).
Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, 44 Queen Street, Melbourne, C.1.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.
Sydney: C. M. CROFT, Commercial Counsellor. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrôpole, 7th Floor, Av. Presidente Wilson 165.

British India

PAUL SYKES. Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.
Territory includes Burma and Ceylon.

British Malaya

Canadian Commercial Agent. Address for letters—% Chartered Bank of India, Australia and China, Singapore, Straits Settlements.
Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India. *Cable address, Wilding, Chartered Bank, Singapore.*

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.
Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.
Territory includes the Bahamas and British Honduras.

Chile

Acting Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Ltd. Building.
Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Of. No. 523.
Territory includes Republic of Panama, the Canal Zone, Nicaragua, and Costa Rica.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.
Territory includes Haiti, the Dominican Republic, and Puerto Rico.

Egypt

RICHARD GREW. Address for letter—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.
Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.
Territory includes Switzerland.
J. H. TREMBLAY, Commercial Secretary (Agriculture). Office—3 rue Scribe, Paris.
Territory includes Belgium, the Netherlands, and Denmark.

Hong Kong

Acting Trade Commissioner. Address for letters—% Passenger Department, Canadian Pacific Railway Company.

Ireland

E. L. MCCOLL, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.
Territory includes Guatemala, Honduras, and Salvador.

CANADIAN GOVERNMENT TRADE COMMISSIONERS—*Concluded*

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE. Address for letters—P.O. Box 33, Auckland. Office—Yorkshire House, Shortland Street.

Territory includes Fiji and Western Samoa.

Norway

S. G. MacDONALD, Commercial Secretary, Canadian Legation to Norway, Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Orange Free State, the Rhodesias, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, Cantracom.

Cape Town: Trade Commissioner. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province and Southwest Africa, Natal, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, Cantracom.

Until further notice, trade inquiries should be addressed to the Johannesburg office.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland. *Cable address, Canadian Stockholm.*

United Kingdom

London: A. E. BRYAN, Chief Trade Commissioner in the United Kingdom, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: H. L. E. PRIESTMAN, Trade Commissioner, Canada House, Trafalgar Square, S.W.1. Territory includes the South of England and East Anglia.

Cable address, Sleighing, London.

London: W. B. GORNALL, Fruit Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucom.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy Annex, 1771 N Street N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—% Royal Bank of Canada, Caracas.

Territory includes Netherlands West Indies.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, JULY 20, 1946

Canadian Cattle Herds in Mexico Enjoy Favour With Ranchers

Animals produce more fat without diminishing milk production—Imports this year expected to surpass heavy figures for 1945—Visits of cattle raisers exchanged.

By D. S. Co'le, Commercial Counsellor, Canadian Embassy

Mexico City, July 2, 1946.—Canadian cattle herds, recently inspected by experts from the Dominion, are reported to be thriving. Many Mexican cattle raisers and importers have indicated in the course of conversation that they actually preferred Canadian cattle to those secured from the United States, as it has been shown that they produce more fat without diminishing their production of milk. They want first calf heifers, in calf about six months at the time of arrival. Every precaution should be taken to avoid bringing in cows that might calve en route, as many complications may result. The cows must be well fleshed to prevent any weakening caused by transportation, as it is difficult to put them into flesh again, due to the poor quality of Mexican feeds.

Up to the present time, cows have been brought in by rail, and it was not until the last shipments that the best results were obtained. Even without permitting the cattle to rest during the trip, they arrive in good condition when provided with sufficient water, especially in the case of cattle in calf, and with dry feed, such as cut alfalfa, in sufficient quantities. Losses experienced in transit and during the period in which the cattle are being acclimatized have been negligible.

It is the opinion here that Canada can supply the highest quality Jersey cattle, both bulls and cows, for breeding purposes, though the United States floods Mexico with animals of a poor quality at low prices. There are no cattle to compete with those shipped in from Ontario, Quebec and British Columbia, from which provinces many of the United States cattle farms have been stocked. Both Holsteins and Jerseys are well liked, though there is possibly a larger percentage of the former imported.

Exports from Canada Increase

Cattle exports from Canada to Mexico, as indicated by the Dominion Bureau of Statistics, are:—

	Number	Value
1942	30	\$ 5,600
1943	15	4,650
1944	694	129,775
1945	1,316	267,115

From all indications, imports in 1946 will equal or surpass the heavy imports for 1945. Several Canadian cattle-men have come to Mexico to look over the situation, while several Mexican ranchers and importers have visited Canada to study conditions there.

In order to properly appraise the possibilities of the market for Canadian cattle in Mexico, one must consider soil conditions, climate, precipitation and the purchasing power of the ultimate consumers. In the years previous to the revolution, most of the land in Mexico was combined into large estates. The owners met the challenge of dry weather by irrigating their fields, and thereby were able to produce a great variety of crops abundantly. Following the revolution, these estates were expropriated by the Government with little compensation to the owner.

Other exceptions were made in the northern part of the Republic, where irrigation was not practised. Property expropriated was subdivided into plots of 20 acres each and granted to the agrarians to have and to hold but not for sale or rent. The agrarians have shown little gratitude, as most irrigation ditches have been permitted to fill in or become blocked by weeds. Consequently, crops essential to the production of live stock are no longer produced on these lands, having been replaced by corn or beans. On the other hand, alfalfa grows luxuriously on irrigated land, producing seven or eight cuttings per year. It is possible and highly desirable that dairy cattle be maintained on the farms. However, cattle or sheep cannot be grazed on alfalfa because of the danger of losses resulting from bloat. Consequently, the crop must be cut and fed in controlled amounts while in the green state. Haying in Mexico is a continuous operation the year round, alfalfa being cut and fed as required. By virtue of this fact, dairying is the major live-stock activity. Dairy cattle do well, even on the Mexico City plateau, which averages 7,200 feet.

Mexican Feed is Rough

The main difficulty with which Mexican cattle men are faced is the weakness of the cattle to resist the tick, as some cases of piroplasmiasis develop twelve days after they have been put in an infested district.

The production of cattle tends to diminish in Mexico due to the fact that Mexican feed is rougher. To prevent this, an effort should be made to feed them as much as possible to fully satisfy their requirements, thereby maintaining in Mexico the same milk output as in their country of origin. It cannot be stressed too much that it is indispensable to have sufficient pastures to allow the cows to feed well, thereby economizing on feeding costs and getting a better output. For this reason artificial pastures must be made in any milk-giving cattle exploitation. The feed should be in proportion to the weight and production of the animal. Through experience, it was found that, to satisfy the requirements of Canadian animals, they must be fed in Mexico approximately 15 per cent more than the amount prescribed in the Morrison tables, probably due to the poor quality of Mexican feeds.

All cattle must be vaccinated against contagious abortion when young, against hemorrhagic septicemia, and tested for T.B. Upon arrival here they must be vaccinated against carbon fever.

Favourable Trade Balance With New Zealand For Last Year

Difference between Canadian exports and imports valued at approximately Ten Million Dollars—Creates heavy drain on hard currency in London—Australia, in sterling area, source of supply for many manufactured items.

By C. B. Birkett, Recently Returned as Trade Commissioner at Auckland

Canada had a substantial favourable balance of trade with New Zealand in 1945, despite the fact that certain commodities that formerly figured largely among Canadian exports, such as automobiles and electrical appliances, no longer appear among the leading items purchased from the Dominion. Figures supplied by the New Zealand Comptroller of Customs in advance of the publication of complete statistics on external trade show that imports from Canada in 1945 were valued at £5,086,719 as compared with exports to Canada totalling £2,230,907.

The favourable trade balance for 1945 is £2,855,812 or \$10,195,248 at present exchange rates. This, under New Zealand's straitened circumstances with respect to dollar currency, constitutes a heavy drain on the hard currency available from London. The situation is so serious that the New Zealand Minister of Finance ruled in 1945 that only essential goods and materials, not available from within the sterling area, could be purchased from the "dollar" countries.

Many Items Unobtainable from U.K.

However, many essential requirements formerly obtained from Great Britain, such as fine papers, piece-goods, electrical apparatus and equipment, metals, etc., are still not available from that source or are offered only in limited quantities. Australia, as a sterling country, is rapidly becoming, therefore, the source of supply for steel, machinery, machine tools and other items now in production there. Thus, it will be appreciated that the disparity between Canada's exports to and imports from New Zealand is a matter of grave importance. This problem requires early solution, if New Zealand's purchases from Canada are to remain at the high level of the last decade.

One solution of the problem would involve the institution of steps to bring trade between the two Dominions nearer to a reciprocal basis. This would likely result in a loss to Canada unless exports to Canada were increased, rather than imports therefrom reduced. There seems to be no early prospect of Canada procuring or accepting appreciably increased quantities of New Zealand produce. One reason is the extensive control by United Kingdom interests of the production and destination of New Zealand produce. Another reason for difficulty in achieving this aim is the inability, at least under present circumstances, of Canada to accept any additional items from New Zealand, such as butter, cheese and meat.



Unloading Canadian Wheat at Auckland.

The following tables show imports from Canada into New Zealand in 1945 and 1944; the values given being current domestic values in the country of export, plus 10 per cent, expressed in terms of New Zealand currency:

New Zealand Imports from Canada

	1945 £	1944 £
Provisions of vegetable origin—		
Wheat	2,161,671	.....
Maizena and cornflour .....	.....	2,499
Beverages—		
Spirits, all kinds	22,259	22,020
Vegetable substances—		
Woodpulp and paperpulp	28,459	.....
Apparel—		
Hats, caps, millinery, etc.	57,004	42,197
Apparel, all kinds	2,951	2,471
Footwear—		
Children's, 0-9's	5,998	653
Gumboots	25,882	659
Leather footwear	16	23
Rubber footwear	17,362	18
Slippers	8	4
Footwear, other kinds	3	4
Grindery, all kinds	2,794	4,348
Minor articles for apparel	47,022	30,564
Textiles—		
Floor coverings .....	.....	1,326
Cotton piece-goods, knitted .....	.....	4,974
Cotton and linen piece-goods, woven	94,255	50,875
Leather cloth and oil baize .....	.....	3,972
Silk and artificial silk piece-goods	86,398	114,457

New Zealand Imports from Canada—Con.

	1945 £	1944 £
Oils, paints and varnish—		
Cod liver oil	9,117	912
Fish oils	21,836	7,367
Linseed oil	36,819	139,913
Paints and varnishes	6,531	6,268
Metals and metal manufactures—		
Asbestos, crude	41,031	49,312
Aluminium in bars, rods, etc.	2,914	....
Brass in bars, rods, etc.	5,249	23,765
Bronze in bars, rods, etc.	14,368	3,852
Copper in bars, rods, etc.	1,135	5,295
Iron and steel bar, bolt and rod	16,342	23,046
Metals and ores, other kinds .....	....	460
Aluminium in sheets	594	87
Ball bearings and roller bearings	396	1,421
Bolts and nuts	3,377	10,511
Brass plate and sheet	4,685	2,241
Chain and chains, metal	351	1,474
Chain belting (other than conveyer)	710	2,161
Copper plate and sheet	32,260	14,623
Cordage of metal, not being precious metal	36,071	9,907
Iron and steel hoop	306	2,749
Iron and steel, plain black mild steel .....	....	3,734
Electric house-service meters	4,579	8,755
Electric meters, other kinds	5,856	3,354
Measuring instruments, n.e.i.	6,235	1,964
Nails and tacks	4,616	4,337
Pins and needles	10,922	15,456
Brass pipes and tubes	4,557	9,036
Copper pipe and tubes	14,550	17,211
Iron and steel pipes and tubes	141,401	199,380
Pipes, n.e.i., other kinds	1,852	....
Railway and tramway plant	8,571	34,723
Rivets and washers	678	2,169
Screws for wood .....	....	280
Metal threaded screws	3,410	807
Springs coil volute, etc.	1,108	1,235
Tools, artificers'	42,373	94,300
Iron wire other than fencing	34,134	9,154
Wire, other kinds	8,300	2,205
Articles of metal passed under T.I. 448	7,730	....
Hardware	16,651	8,764
Machinery and machines—		
Agricultural machinery	22,779	78,212
Blowers and fans	265	1,977
Calculating machines and cash registers	21,022	18,595
Cream separators and parts	121	3,501
Carbons and electrodes for arc lamps	5,569	6,928
Electric motors and parts	47,474	60,009
Other electrical apparatus	66,462	218,003
Wireless apparatus	18,338	111,272
Emery and similar grinding machines	2,223	4,800
Engines, gas and oil	15,456	23,735
Sparkling plugs for oil engines	17,933	44,807
Parts of gas and oil engines, n.e.i.	505	794
Metal working machines	7,235	15,559
Other machinery, n.e.i.	10,934	47,362
Insulators and fittings therefor	13,823	9,480
India rubber and manufactures—		
Rubber belts and belting, n.e.i.	21,606	22,514
Hose tubing and piping of rubber	25,681	7,608
Other rubber manufactures	5,815	3,832
Timber—		
Rough sawn Douglas fir	41,941	45,917
Timber rough sawn, other kinds	18,699	....

New Zealand Imports from Canada—Con.

	1945 £	1944 £
Woodenware—		
Handles for tools, etc. ....	....	1,287
Veneers and plywood (inc. plywood passed as A. & M.S.)..	6,000	12,169
Earthenware—		
Glassware, n.e.i.	5,824	13,335
Lenses all kinds unmounted	4,866	4,727
Paper—		
Carbon and similar paper	1,640	1,900
Cardboard and wallboard	135,663	96,885
Emery and similar paper	5,975	17,710
Paperhangings	66,554	55,365
Newsprint	356,608	327,847
Printing paper other than newsprint	262,718	417,716
Vegetable parchment, etc.	29,221	57,375
Wrapping paper	10,280	35,192
Fruit wrapping paper	15,841	17,767
Writing paper	9,065	43,789
Paper for use in manufacture	69,530	58,805
Paper, other kinds, in large sizes	17,676	22,151
Paper, other kinds, in sheets less than 20 inches by 15 inches or the equivalent or in rolls less than 10 inches wide	2,901	14,025
Stationery—		
Cardboard boxes and paper boxes ....	....	....
Stationery	19,475	17,806
Jewellery, fancy goods, etc.—		
Fancy goods and toys	1,136	....
Sporting gaming and athletic requisites, n.e.i.	14,125	....
Clocks	12,006	15,628
Watches	26	61
Optical, surgical and scientific instruments—		
Cinematograph film	15,654	....
Photographic material	11,551	6,354
Surgeons', opticians' and dentists' appliances	33,750	33,201
Drugs and druggists' wares—		
Acetic acid	7,500	7,907
Calcium carbide	3,034	29,084
Local and general anaesthetics	2,103	7,471
Antiseptics ....	....	92
Cream substitutes	19,190	10,220
Dyes, manufactured	5,083	5,417
Medicinal preparations and druggists, sundries	5,646	2,326
Metallic elements, n.e.i.	20,501	....
Salt	6,256	3,230
Sheep licks and cattle licks	1,137	....
Sodium chlorate	14,248	....
Vitamin, vitamin concentrates, etc.	6,668	5,005
Chemical preparations used solely in the manufacture of goods in New Zealand	1,117	937
Sulphate of ammonia	25,069	55,369
Vehicles—		
Parts of aeroplanes ....	....	22
Lorries, trucks, vans and buses and chassis for c.k.d.....	114,345	....
Parts of motor vehicles, inc. parts of engines for motor vehicles	62,914	27,566
Pneumatic rubber tires and inner tubes therefor	59,014	18,273
Undercarriage springs, n.e.i., for vehicles	2,151	281
Miscellaneous—		
Explosives, arms, ammunition, etc.	65,855	1,819,618
Articles for the manufacture of goods in New Zealand....	13,451	1,446
Brushes, brushware and brooms, n.e.i.	1,788	....
Engine packing	876	449
Miscellaneous, manufactured and unmanufactured	17,168	26,819
Other items	55,942	79,017

Continued on Page 98

Electric and Oil Stoves May Still Be Exported To Chile

Import permits for electric stoves still authorized, as domestic article not entirely satisfactory—Provision of component parts for manufacturers proposed to Canadian firms.

By R. E. Gravel, Acting Commercial Secretary, Canadian Embassy

Santiago, June 27, 1946.—Oil stoves may be readily marketed throughout Chile, as there does not appear to be any domestic manufacture of this article. Argentina has been the principal source of supply, but this may be regarded only as an emergency measure, as prices are higher than those for a similar product available from the United States. Imports of oil stoves in 1944 were valued at \$407,072, of which Argentina was responsible for \$259,754, Sweden for \$111,155 and the United States for \$31,864. In 1942, oil stoves valued at \$6,405 were purchased from Canada, and at \$40,354 from the United States. Total importations in that year had a value of \$59,556.

Wood- and coal-burning stoves are only marketable in Magallanes, formerly known as Punta Arenas, in the extreme southern section of Chile. Somewhat isolated from the rest of the country, this is a free port on the Straits of Magellan, with no import barriers. But, as the population of the area is no more than 50,000, the market is relatively small. As these stoves are manufactured domestically, no import permit would be issued for other districts. Imports of wood- and coal-burning stoves in 1944 amounted to a value of \$58,140, of which Argentina contributed \$32,561 and the United States \$25,579. In 1942, imports had a value of \$178,094, of which the United States contributed \$161,586 and Argentina only \$14,465.

Permits for Electric Stoves Granted

Electric stoves, in which Canada is particularly interested, are also manufactured in Chile; but so far the result has not proved satisfactory, and import permits are still authorized. However, if the local producers can exercise sufficient influence once they are in a position to claim volume production, the inferior quality of their stoves or possibly the uneconomical cost of production may not deter the authorities from affording them the protection desired. Anticipating this situation, Canadian manufacturers might consider furnishing certain component parts to manufacturers in Chile, who would incorporate these in the article sold under their own name, rather than lose this market completely.

Imports of electric stoves during 1942, 1943 and 1944 had an aggregate value of \$1,209,332, the majority being provided by Argentina, Sweden and the United States. The increased production of munitions and other products required to prosecute the war displaced the United States from her dominant position after 1942. Imports are as follows:

	1942	1943	1944
Argentina	\$ 112,540	\$ 36,472	\$ 259,754
Sweden	96,972	104,521	111,155
United States	328,592	107,201	31,864
Total	\$ 547,333	\$ 254,927	\$ 407,072

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce.
Brantford—Board of Trade.
Brockville—Chamber of Commerce.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Fredericton—Board of Trade.
Granby—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kitchener—Chamber of Commerce.

London—Chamber of Commerce.
Montreal—Montreal Board of Trade.
Niagara Falls—Chamber of Commerce.
Oshawa—Chamber of Commerce.
Quebec City—Board of Trade.
Saint John—Board of Trade.
Toronto—Canadian Manufacturers' Association.
Vancouver—Canadian Manufacturers' Association.
Welland—Board of Trade.

L. H. Ausman, formerly trade commissioner at New York, has been appointed trade commissioner at Leopoldville, Belgian Congo, where he will open a new office. His territory will include Angola, Kenya, Tanganyika and Uganda. He will conclude his tour at Calgary on July 24.

Maurice Bélanger, commercial secretary, Canadian Embassy, Rio de Janeiro, Brazil, has recently returned to Canada, and commenced his tour in Toronto on July 8.

C. Blair Birkett, who has spent the last six years in New Zealand as trade commissioner, recently returned, and commenced his tour in Ottawa on July 8. He has been appointed trade commissioner at Guatemala City, where he will open a new office on concluding his tour of Canada.

H. L. Brown, recently returned from Johannesburg, South Africa, where he was trade commissioner, began his Canadian tour in Toronto on July 15. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo.

Arthur E. Bryan, recently appointed Chief Trade Commissioner in the United Kingdom, is presently in Canada. Although he is not making an official tour of the country, he plans to visit Vancouver from July 20 to 23, Winnipeg on July 25; Sarnia on July 29; Hamilton on July 30 and 31; St. Catharines on August 1; Welland on August 2; Toronto from August 5 to August 12; and Montreal from August 13 to 19. He will be concerned principally with business emanating from Liverpool, where he was formerly stationed as trade commissioner.

J. P. Manion, who has recently completed a trade mission to North Africa, Switzerland and Italy, writing a series of reports that are running currently in the *Commercial Intelligence Journal*, has been appointed trade commissioner at Rome, to which the office previously located in Milan has been transferred.

T. J. Monty, formerly trade commissioner at Los Angeles, Cal., is being transferred to Athens, Greece, as commercial secretary at the Canadian Embassy. His territory will include Turkey.

Paul Sykes, who has recently returned from Bombay, India, commenced his tour at Kingston, Ont., on July 15. His territory included Burma and Ceylon.

Their itineraries are as follows:—

L. H. Ausman

(Appointed Trade Commissioner at Leopoldville)

Calgary—July 24.

Maurice Bélanger

(Commercial Secretary, Canadian Embassy, Rio de Janeiro)

Halifax—July 22-24.

Montreal—Aug. 1-10.

Saint John—July 25-27.

C. Blair Birkett

(Appointed Trade Commissioner at Guatemala City)

Montreal—July 22-Aug. 2.

Oshawa—Aug. 7.

Quebec City—Aug. 3.

Toronto—Aug. 8-21.

H. L. Brown

(Recently Trade Commissioner at Johannesburg)

Toronto—July 20-31.

Aug. 5-7.

Hamilton—Aug. 1-3.

Welland—Aug. 8.

Niagara Falls—Aug. 9.

Kingston—Aug. 12.

Brockville—Aug. 13.

Montreal—Aug. 14-23.

Sept. 5-19.

Quebec—Aug. 24.

Charlottetown—Aug. 27.

Halifax—Aug. 29-30.

Saint John—Sept. 2-3.

Fredericton—Sept. 4.

Ottawa and Hull—Sept. 19-21.

J. P. Manion

(Appointed Trade Commissioner at Rome)

Montreal—July 20-24.

Halifax—July 30.

Quebec City—July 25-26.

Saint John—Aug. 1.

T. J. Monty

(Appointed Commercial Secretary, Canadian Embassy, Athens)

Saint John—July 20.

London—Aug. 8.

Ottawa—July 22-24.

Brantford—Aug. 9.

Toronto—July 25-Aug. 3.

Kitchener—Aug. 10.

Hamilton—Aug. 6-7.

Paul Sykes

(Recently Trade Commissioner at Bombay)

Montreal—July 22-31.

Brantford—Aug. 7.

Quebec City—Aug. 1.

Welland—Aug. 8.

Thetford Mines—Aug. 2.

Hamilton—Aug. 9-10.

Granby—Aug. 3.

Toronto—Aug. 12-24.

London—Aug. 6.

French Exports Show Material Increase in Recent Months

*Trade stimulated by two government orders
—Thirty per cent of labelled wines to be
shipped—Large part of perfume and por-
celain production for export—Switzerland
supplies merchandise.*

French exports have improved materially during recent months, according to information received from the French Embassy in Canada, the figures for April indicating a value of seven billion francs, compared with four billion in March. Two recent government orders have stimulated the export trade, one of these eliminating licences for two-thirds of the articles available for export, and the other permitting manufacturers to import raw materials and semi-finished articles, provided the value of the finished articles is three times that of the imported goods.

While the American loan has provided France with credits for the modernization of her production facilities, it is still necessary to find foreign exchange for the current needs of the French people. Large quantities of foodstuffs and raw materials must still be imported and exports are the only barrier against disastrous inflation.

Thus, the 1946 French export plan is based primarily on luxury and quality goods, which are not indispensable to the life of the people. The proportion of exportable products in present demand in France is small. Hence, 30 per cent of the labelled wines are now being reserved for export, while only two per cent of the unlabelled variety are being shipped out of country, the remainder being reserved exclusively for French use. On the other hand, 80 to 90 per cent of luxury items, like perfume and fine porcelain, are being exported.

It is apparent that an impoverished France cannot sell as many articles abroad as she did in 1939, though, judging from details supplied by the Minister of National Economy, the range of exports is more varied than might be expected.

Vegetables, Fruit, Cheese Shipped

Since the beginning of the year, 67 tons of spring vegetables were shipped from France, as well as 142 tons of green stuffs, or less than one per cent of the nation's total. Britain paid 100,000 pounds sterling for 700 tons of French fruit. France sent Switzerland 100 tons of strawberries and took payment in seedling potatoes. It is expected that 800 tons of Roquefort and Camembert cheese will be exported, a small part of the year's estimated production of 150,000 tons. Southern France and Algeria will ship 13,200,000 gallons of wine this season out of a total production of 682,000,000 gallons. Switzerland has furnished vitally needed merchandise in exchange for 30 tons of sugar and 300 tons of nuts.

The Franco-Swiss commercial agreement provides for the delivery of 480,000 tons of coal, or at the present rate of extraction the equivalent of three days' work, of which 125,000 tons were delivered during the first quarter. In the first three months of the year, North Africa shipped 56,000 tons of potash and 818,000 tons of phosphates abroad for the sum total of 1,113,000,000 francs. Exports of 102 tons of dyes out of the annual production of 2,200 tons, as well as 950 tons out of 32,000 tons of plate

glass and 372 tons out of 75,000 tons of other kinds of glass, are also envisaged.

Four per cent of the combed wool produced, or 418 tons, have already been exported, as well as 227 tons of spun wool (2·5 per cent), and 13 tons out of 12,000 tons of woollen cloth, 143 tons out of 6,703 tons of rayon thread, 2·2 tons out of 21,000 tons of cotton and 20 tons out of 2,464 tons of silk and rayon produced have also been exported.

During the first quarter of 1946 France exported 350 private cars out of 3,529 manufactured and 338 out of 13,450 commercial vehicles. Thus, the percentage of production set aside for export does not threaten to deprive the French consumer to any noticeable degree.

Market Survey of Morocco

I

Chapters subsequent to this introduction will deal with Agriculture, Mining, Hydropower, Industry, Communications, Pre-war Trade and Commercial Opportunities for Canada.

By J. P. Manion, Canadian Trade Commissioner

Morocco is in the anomalous position of being a single state divided into three separate spheres for administrative purposes. The whole of Morocco is under the titular rule of the Sultan, but the greater part of the country is a French protectorate, another 10 per cent is a Spanish protectorate, the Tangier zone is internationalized, and there is a small coastal zone far to the south, called Ifni, which is also under Spanish domination.

From the standpoint of trade, however, the French protectorate is of interest to Canada. In an area of slightly more than 200,000 square miles, or almost two and a half times the size of Great Britain, the French zone had, in 1937, a population of 6,300,000, of which 230,000 were of European origin and the remainder largely of Berber descent. This population was very unevenly distributed, the greater proportion being in the fertile coastal belt, the density greatly diminishing as the mountains give way to the eastern deserts.

In many ways, Morocco differs from other countries bordering the Mediterranean. Its longest coastline is on the Atlantic and, parallel to this, at a considerable distance inland, are the Atlas Mountains, cutting off this coastal strip from the rest of Africa and at the same time forming a watershed which generally provides an ample supply of water. The French part of Morocco is cut off from close contact with Europe by the Rif Mountains on the southern fringe of the Spanish zone, the rugged summits of which rise to 12,000 feet.

Contains Large Desert Area

For administrative purposes, an artificial boundary between Morocco and Algeria has been created well to the east of the Atlas mountains, and therefore the country, as at present constituted, includes a considerable area of desert of little economic importance except for some mines in the eastern foothills of the mountains.

A small part of French Morocco flanks the Mediterranean to the east of the Spanish protectorate, linking it with the Algerian economy. There is relatively free access to the remainder of Morocco through the Taza gap, the only pass through the Atlas mountains, at a height of less than 3,000 feet. This gap in the natural defences of Morocco has been the traditional battleground of the past, the defence against the East, and the first objective of Eastern invaders wishing to make their way into Europe via Spain.

Since military occupation by the French, several other routes have been pierced through the higher passes of the mountains, and the country may now be said to be well provided with transportation facilities. Railroads are all standard gauge and mostly electrified, and the roads are well built, with minimum grades even in the steepest mountain areas.

This system of communications has helped the development of even the outlying parts of the country and promises much more for the future. There are many mining deposits in the mountains and even on the reverse or easterly slopes. It is hoped that postwar development of motor transport will make possible economic exploitation on the basis of world prices. The roads too should assist further exploration among the old geological formations of the Atlas, where, as in the Colorado canyon, as many as five geological ages are exposed in the same area, ranging from primary through tertiary to cretaceous and jurassic.

Water for Power and Irrigation

One factor of importance to the Moroccan economy is the availability of hydro-electric power resources. Although the flow of water is seasonal, it is in sufficient volume to warrant large-scale control measures, and the administration has gone a long way in planning for increased postwar capacity. Since the control and storage works will also provide water for irrigation, it is hoped that the fertility of the country may be further improved to keep pace with the increasing population of the country.

The dominant relief feature of the country is the High Atlas, the central of three groups of mountains generally known as the Atlas. These run from the Atlantic coast between Agadir and Mogador in a northeasterly direction into Algeria, where they become the Saharan Atlas. Their highest peaks are in the region to the south of Marrakesh, where they frequently rise above 9,000 feet and attain a height of over 13,000 feet in one or two areas. The mountains are rugged, with steep and well-wooded valleys running down their westward slopes.

Slightly to the north of Marrakesh another range, called the Middle Atlas, strikes northeast at a slight tangent towards the Rif mountains of Spanish Morocco, from which they are separated by the Taza gap. This range of mountains is the main watershed of the country, and it is here that the Oum er Rebja, the Sebou, the Beth and the Moulouya, the most important rivers in the country, have their sources.

Railway Facilities Planned

South of the High Atlas is another range of lower mountains called the Anti Atlas. It is joined to the High Atlas by a spur west of Ouarzazate, so that certain mountain streams having their source in the High Atlas, such as the Draa, have to circle around the eastern end of these mountains before turning westwards towards the Atlantic. On the western side of this spur, the River Sous has its source, and flows down an isolated

valley to its mouth at Agadir. This valley has not been greatly exploited, but the Germans were much interested in its possibilities before 1914, not only from the point of view of settlement but also as a possible route into the mineralized areas of the interior. Among plans which for the present are in the drawing-board stage is the construction of a railway from Agadir to Ouarzazate in order to provide ready access to the sea for the mines of the eastern Atlas.

Although the plains of the Atlantic seaboard are wide in comparison with those along the shores of the Mediterranean, they are divided by rocky outcroppings which reach the sea north of Mazagan and again to the south of Rabat. The plains rise to a height of some 3,000 feet towards the foothills and in many cases at higher levels are not cultivable, being broken by mountain gorges and rugged upland country which in two areas break out into small isolated mountains.

Apart from the Mediterranean coast of French Morocco, which extends for less than 10 miles from the frontier with Spanish Morocco to that with Algeria and which has no ports, the whole country fronts on the Atlantic. Generally speaking, the coast is featureless, with long stretches of sandy beach flanked by cliffs or sand dunes and marshes, and with few inlets forming suitable ports. The chief ports, from north to south, are Port Lyautey, Fedala, Casablanca, Mazagan, Safi, Mogador and Agadir. Of these, Casablanca is by far the most important, with exports ranging up to 2,000,000 tons per year and imports up to 900,000 tons under good normal conditions. The situation has been reversed lately, due to the necessity of importing great quantities of cereals and to the relatively small output of phosphates. Fedala is another important port, largely because it has been chosen as the oil-storage port, and nearly all oil shipments enter here. Safi is the second most important phosphate port, and has a fairly good trade in general merchandise as well.

Climate Generally Moderate

In general the climate along the coastal strip of Morocco is equable and bearable throughout the year. The winter temperature rarely falls to 40°F, while in summer the heat is moderated by cool inshore breezes. Occasionally there are hot siroccos or cherguis—dry winds from the desert—which sear the crops and parch the soil and bring about temperatures up to 130°F. Towards the mountains and beyond them, however, the temperature shows greater variation, and both summer and winter may be extremely uncomfortable. Six-foot snowdrifts were observed on the mountain roads south of Marrakesh at the end of January, 1946, and interruptions of mountain traffic are fairly frequent, due to snow, rains and flooding, landslides, and other effects of weather variations.

There are great differences in rainfall as between various parts of the country. The mean annual rainfall near the border of Spanish Morocco is 29 inches; at Rabat it is 22 inches; at Casablanca, only 60 miles away, 10 inches; and it decreases along the coast to about 5 inches at the most southern extremity beyond Agadir. Going inland towards the mountains, the rainfall generally increases in the north up to a maximum of about 35 inches in some areas, but it tends to decrease in the south, where the mountains are almost perpendicular to the coast. Once over the mountains, rainfall practically ceases, and the country becomes typically desert in character. From year to year there are wide variations within this annual mean, and two out of every eight years have to be reckoned with as being periods of drought. The year 1945 was one of the worst of these; its effects will be described in a later section.

Continued on Page 89

Ireland Provides Good Market During Reconstruction Period

Machinery and electrical equipment will be required over long period—Beet sugar for European relief—Fleet of Irish-owned merchant vessels proposed—Large building program includes provision of rural homes—Reorganization of transport planned—Agriculture to be developed on modern lines.

By E. L. McColl, Canadian Trade Commissioner

Dublin, June 30, 1946.—With the conclusion of hostilities, there was a slight easing of many wartime difficulties that pressed heavily upon the economy of this country. Problems of readjustment must now be faced. Efforts of the Government have been largely devoted, during the last five years, to the preparation of schemes that might be put into operation at the close of hostilities. The task, undertaken in 1922 and interrupted in 1939, of developing the national resources and of establishing an economic system most suited to the country, has now to be accelerated. In 1939, many Irish factories were still poorly equipped. As there was a shortage of machinery and raw materials, which has not been filled by imports, native industry has been unable to make any progress. However the position is now greatly improved.

Ireland will, for many years, provide a market for machinery and industrial equipment, for which an estimated expenditure of £20,000,000 will be required in the immediate future. Skilled labour is now returning from the British army and from employment in war industries. Many manufacturers are increasing their employment rolls, seeking enlarged premises and trying to step up production. With the gradual return to normal world conditions, Irish industry will probably make considerable advances in the coming decade, if the difficulty of obtaining foreign currency for the purchase of necessary equipment can be overcome.

Beet Sugar Industry Progresses

The beet sugar industry has made constant progress during the war years and, by rationing home consumption to half a pound per head per week, it has been found possible to put sugar on the list of items which this country is contributing to European relief.

Wartime conditions necessitated rapid expansion in the turf industry, which has developed to a noteworthy extent in recent years. Except for small imports of coal, which had to be diverted entirely to the railways, gas production, etc., and restricted quantities of native timber, no other fuel has been available. Production has been stimulated by every means, and the Government is determined to spare no effort or expense to exploit the native fuel, as recent events have shown the danger of depending entirely on imports of this vital commodity. The raw product is unsuitable for consumption in factories or city houses, but it is hoped within a short time to have available ample supplies of the compressed fuel, which is produced by machinery, is much less bulky and has already proved suitable for industrial purposes.

This country, which relied entirely on its own efforts and the goodwill of the Allied merchant navies for supplies during the war, has



Discharging Canadian Commodities in Dublin

benefited greatly by the improvement in shipping facilities in recent months. Regular sailings between Irish and Canadian ports now make possible the ready transport of goods. Since the middle ages, Ireland has had no merchant navy of her own, being well served by British ships, which carried goods of the world to her shores. During the battle of the Atlantic, the Allies had little tonnage to spare for needs of a neutral nation, and it became necessary for this country to devise some means of carrying her indispensable imports.

Irish Shipping Limited Was Formed

Irish Shipping Limited, which co-ordinated the four existing shipping companies, was accordingly set up by the Government during the war, and purchased a number of vessels. Up to the end of June, 1944, these ships carried 700,000 tons of cargo, of which wheat comprised 75 per cent. It is now proposed to create a fleet of Irish-owned vessels as soon as suitable craft can be purchased or commissioned. Two million pounds will be spent on improvements in the port of Dublin, and plans have been made for the development of many smaller ports in the Republic. Docking and repair facilities on an adequate scale are to be provided, and a school of nautical training has been established in Galway.

Large Expenditure on Building

The many building schemes drawn up during the last five years are now ready to be put into operation. World shortages of vital materials and the prior claims of war-ravaged countries are, however, holding up construction plans. For the building industry alone, the estimated expenditure in the next five years is £73,000,000, and construction works during the same period are expected to cost £26,000,000. The Government is still exercising control over building materials, which are in short supply and

are being reserved for purposes which are considered to merit priority. The lack of timber, some quantities of which were purchased from Scandinavia and Canada during 1945, is one of the principal difficulties restricting operations at present. Dublin has a serious housing shortage which has increased during the war owing to the almost complete cessation of building and the steady drift from the land to the cities, which has been one result of wartime conditions. Many provincial towns are faced with housing problems, and the Government has large scale plans for the provision of homes in agricultural districts, as it has been recognized that this would be an important contribution to the "back-to-the-land" policy. Total building likely to be carried out as soon as materials are available is therefore high, and the finishing and furnishing of these new homes afford a market for a wide range of commodities.

Transport Reorganization Planned

The new Transport Act, under which an organization called "Coras Iompair Eireann" is to organize all road and rail transport in the twenty-six counties, came into operation on January 1, 1945. It is hoped that, when the fuel supply position becomes normal, this central control will facilitate the provision of economic and efficient passenger and freight services through the country. Some improvement in fuel imports during the year permitted an extension of train services towards the end of 1945, and all main lines now have a daily service instead of the two trains a week to which they had been reduced. By the end of the year also, bus services had been increased by the provision of some new vehicles and the extension of hours of operation. It is intended to replace the last of Dublin's remaining old-fashioned trams by buses, while the new and improved roads being constructed should contribute to an efficient bus service. In November, 1945, private motorists were once more permitted to put their cars on the road. This created a heavy demand for second-hand cars, tires, batteries and spare parts. The large number of cars requiring repairs will bring about prolonged activity in the motor assembly business and a consequent demand for tools and fittings.

Electrical Development Forecast

In no field have more ambitious plans been made than in the electrification of the country. The "Shannon Scheme", which was the first major undertaking of the Government, is unable to cope with the ever-growing demand, and no time is being lost in harnessing the other rivers that lend themselves to such projects. Developments in a number of industries await the provision of cheap electric power, and the demand from various parts of the country is already heavy. In addition to the use of hydro power, it is intended to convert some of the country's large stocks of turf into electrical energy. Works on the River Liffey, which were started before the outbreak of the war, have now been completed, and operations on the River Erne have begun. The plan for the provision of electricity in every part of the country, rural and urban, is expected to take at least a decade for its completion, and will require great quantities of machinery, poles and other equipment, much of which could be supplied by Canada if exchange and other difficulties could be overcome.

Agriculture is Main Industry

The last few years have emphasized the Irish Government's oft-repeated contentions that agriculture is, and must remain, Ireland's main industry. Every effort is being made, therefore, by education, publicity and money grants to develop Irish agriculture on modern lines, to introduce the

most up-to-date and effective methods and to improve the live-stock strain. The wartime period has, of course, ensured a ready market for all food products. Efforts made to increase production, despite a shortage of seeds, fertilizers and machinery, have resulted in the preservation of a nutritional standard higher than almost anywhere else in Europe, in the continuance of exports of food to Great Britain, and in the ability, since VE-Day, to provide gifts of food to Europe's starving millions.

The industry plans to raise the live-stock standards and to eradicate tuberculosis. The Royal Dublin Society Agricultural Committee has decided in future to accept entries for their world-famous shows only from tuberculin-tested animals, and pedigree breeders believe that this will have a stimulating effect on export trade as well as raising herd levels. The number of cow-testing stations increased during the year, a subsidized veterinary service was set up in Connemara, and centres for the artificial insemination of cattle were established.

The total area tilled in 1945 was 105,000 acres less than the 2,525,771 acres of 1944, the principal reduction being in the sowing of oats, where the deficiency was made up by imports from Canada. Wheat planting increased by 22,800 acres, and that for sugar beets, at 85,100 acres, was a record for the country.

Full advantage is being taken of the educational facilities provided by the Department of Agriculture. A special soil research branch is being set up to investigate the properties of soil in different parts of the country and to suggest most appropriate crops for each area. The opening of state demonstration farms is also under consideration.

After the liberation of France and Belgium, these two countries sent special missions to Ireland to make large purchases of live stock. Ireland's Aid to Europe Scheme included despatch of cattle to Holland, which were the first imports of cattle into that country for half a century.

With a slight improvement in the feed position, the poultry industry is now progressing. An increase of 5,900 during the year in the number of sows, bringing the present total to 44,200, promises a rapid return of this country to its former importance as a producer of bacon, which has been at a low ebb owing largely to the difficulty of obtaining feedstuffs during the war. The Government continues to exhort the country to the maximum effort in all branches of food production, in order that Ireland may be able to assist in the world struggle against famine.

Commercial Notes

Manufacture of Farm Machinery

Parts for vehicles and machinery are now being manufactured in Brazil by the *Fabrica Nacional de Motores*, which is considered to be a valuable contribution to the industrial production of that country. Plows and tractors manufactured by this firm will soon be ready for shipment to farms, and will assist in the mechanization of agriculture, thereby counterbalancing the present shortage of farm labour.

Beaverburn to Load at Baltimore

Shortage of grain in Montreal compelled the Canadian Pacific freighter *Beaverburn* to proceed down to Baltimore to load 200,000 bushels of grain for the United Kingdom. She will complete her cargo in New York, embark thirty-five passengers at Halifax and sail thence for Liverpool. On her voyage to Montreal, she carried ten Austin automobiles for the Canadian market in her 2,813-ton cargo. She is due to sail July 20.

Coastal Cargo Craft Feature War Assets Up For Sale

Ten surplus steamships offered for \$175,000 each, together with tugs, powered ramp lighters and sectional steel barges—Tooth brushes at five cents and shaving brushes at a quarter also available, together with double-tier bunks and R.C.A.F. powdered-milk plants.

Coastal cargo craft, of 300 deadweight tons, feature items of surplus equipment offered for sale by the War Assets Corporation. Announcement is made by the Export Sales Division, No. 4 Temporary Building, Ottawa, that ten "C" class steam coastal cargo vessels are available for sale at \$175,000 each. Presently located at Port Arthur, Collingwood, Lauzon and Quebec, they are described as new, fully equipped, of steel construction, 151 feet overall, 27 feet moulded breadth, oil burning and driven by a single propeller.

Tugs, similar to many used in the Mediterranean during the war, are also offered for sale at \$33,000 each. Located at Kingston and Trenton, Ont., and at Sorel, Que., some of these are new, while others have been used to a limited extent and are described as being almost new. Of a "Tanac" class, they are of steel construction, have a length of 64 feet, beam of 18 feet 6 inches and draught of six feet. They are powered by a Vivian Diesel engine of 240 B.H.P., equipped with an air compressor, sanitary pump system, refrigerating machine, oil-fired galley stove, generator and steering gear. There is accommodation aboard for a crew of eight.

Ramp Cargo Lighters Unused

Ramp cargo lighters, unassembled and unused, are offered for sale at \$2,800 each. It is claimed that these are easily adaptable for ferrying, lightering, delivering contracting or mining supplies, and the delivery of heavy and bulky freight to otherwise inaccessible points. Located at Shediac, N.B., and in the vicinity of Montreal, these craft have a weight of 22½ tons with gasoline tanks full. They have a cargo capacity of 35 tons, which provides for a full load displacement of approximately 57 tons. Their overall length is 54 feet 10 inches, beam 18 feet, depth 6 feet 6 inches and draught to vehicle deck 3 feet 4¼ inches.

Of plywood construction, the main planking consists of two half-inch thicknesses of resin bonded waterproofed marine Douglas fir plywood, glued to heavy timber frames. There are nine separate waterproofed bulkheads. A stoutly constructed wheelhouse is built aft, and affords the coxswain a clear view in all directions. The vessels are finished inside and out with wood preservatives and special resin paints. Power is furnished by two 100 h.p. Chrysler marine gasoline engines, to which bilge pumps are connected. Hand winches operate the ramps, and a heavy duty hand winch operates the 100-pound anchor and shoreline.

Shallow Steel Barges for Sale

Sectional nesting steel barges, located at Scarboro, Ont., are offered for sale at \$2,750 each. Due to their shallow draught, these vessels can be used for the transportation of heavy cargoes on inland waterways, lakes and rivers. They come in a "knocked down" condition, and may

be easily assembled in the field by bolting together the prefabricated parts, directions for which are furnished to purchasers. These barges, which are unassembled and unused, are of a "Phoenix" design, having an overall length of 60 feet, beam of 20 feet and depth of 6 feet 6 inches. They are constructed of steel, weigh 37 tons and have a cargo carrying capacity of 130 tons. The barges are of the open deck hopper scow type, without any means of propulsion.

Winches Suitable for Trawlers

Minesweeping winches, new and unused, are available for sale at \$2,500 each, and are considered suitable for use on steam fishing trawlers or for small "haul outs", as in a yard where small fishing boats and yachts are built. They have three drums, all in line on one shaft, two of which hold 3,000 feet of $\frac{7}{8}$ -inch cable and the small drum 1,800 feet of cable. The approximate weight is 23,300 pounds, while the horsepower for loads at high speed is 50·9, and 25·4 at low speed.

Three mobile milk-reconstruction units have been declared surplus, one with an ice-cream freezer being offered for \$7,750 and two without a freezer for \$7,250. These units, which were designed for the R.C.A.F. and have no commercial counterpart, are used for reconstituting powdered milk. They are mounted on trailers and provided with the necessary coverings.

Offers are invited for two Worthington-Simpson water distilling plants, located in Montreal and suitable for a 10,000-ton vessel. They have a capacity of 100 tons per day, weigh 20 tons, have a length of 35 feet 9 inches, width of 7 feet and a height of 13 feet 8 inches.

Many "Nickel" Tooth Brushes Surplus

Tooth brushes at 5 cents, shaving brushes at 25 cents and whisk brushes at less than 15 cents each, presently located at Prince Rupert, B.C., may be secured from the War Assets Corporation, which is prepared to furnish details and samples. The surplus equipment consists of 2,076 shaving brushes, packed in cartons; 120 shaving brushes, packed individually and offered at 35 cents each; 47,339 tooth brushes, packed in cartons of 960; and 3,234 whisk brushes, packed in boxes, offered at \$1.73 per dozen. It is pointed out that preference will be shown to any prospective purchaser placing an order for the lot, which is valued at \$3,394.19.

Double-Tier Bunks Listed

Eight thousand double-tier steel bedstead ends and five thousand wire springs, located at Vancouver, are being offered for \$5.50 a unit, consisting of two ends and two springs. These are said to have been used, though they are in good condition.

Other surplus equipment consists of: Class "A" buoys, with and without plates; first-class cylindrical buoys, chain cable, jackstays, rubber castings for 220-gallon barrels, and steel barrels of from 30 to 300 gallons capacity, located at Bay Bulls, Newfoundland.

Some 650,000 prophylactic tubes, manufactured by G. H. Barr, Chicago, packed six gross to a wooden box, each weighing sixty pounds, are available for purchase.

All prices quoted by the War Assets Corporation are on an "as is, where is" basis, while offerings are subject to prior sale or withdrawal.

Merchandise Imports During May Reach Record for All-Time

At \$164,196,522 for month, exceed wartime peak for October, 1943—Principal exporters: United States, United Kingdom, Venezuela, British India, Cuba, Mexico, Honduras, Nigeria, Australia, San Domingo, Jamaica, New Zealand and Brazil, in order of import values, all exceeding million figure.

Figures of Canada's external trade in May, according to the Dominion Bureau of Statistics, show a continuance of the upward trend recorded for the two preceding months and a further lessening of the decline from the high levels of last year's wartime trade.

Total trade of the Dominion, excluding gold, for the month was valued at \$363,033,896, as compared with \$341,027,556 in April, \$319,921,669 in March and \$462,567,599 in May, 1945. The decrease in May, as compared with May last year, was approximately 22 per cent, as against declines of 24.5 per cent for April and 27 per cent for March. For the first five months of the year the aggregate value of external trade is \$1,627,367,065 as against \$2,090,280,837 for the corresponding period of last year.

Domestic commodity exports amounted to \$196,978,472 in May, as against \$178,488,006 in April and \$315,191,920 a year ago, and for the five months aggregated \$896,076,537, as compared with \$1,395,552,000 for the same period last year. May exports of foreign produce were valued at \$1,858,872, as compared with \$1,774,288 in April and \$3,531,368 in May, 1945, the five months' total being \$9,073,725, as against \$22,513,400 for the corresponding period of 1945.

Merchandise Imports Continue Advance

Continuing the advance of the two preceding months, merchandise imports into Canada during May rose to a value of \$164,196,522, exceeding the wartime peak figure of \$162,920,856 for October, 1943, to reach an all-time high level for a month.

The record figure for May shows only a moderate gain over the April total of \$160,165,262 but following upon successive sharp increases in April and May from \$116,996,458 for February, the low month of the current year, results in a noteworthy increase of over \$47,000,000 within a period of three months. Increases have been recorded for each month of the current year over the corresponding month of 1945, the May figure comparing with \$143,844,311 for May last year, and the five-month total standing at \$722,216,803, as against \$652,215,483.

Commodity imports from the United States increased to \$113,419,954 as compared with \$104,753,093 in May last year but were slightly lower than in April of this year. The total for the five months was moderately higher at \$511,762,103, as against \$507,405,551 in 1945.

Imports from U. K. Rise

Imports from the United Kingdom also increased to \$18,780,128 from \$15,178,790 in May, 1945, but showed a drop from the figure of \$21,223,597 for the preceding month of this year. The cumulative figure for the five months of this year was substantially higher at \$87,500,035, as against \$52,569,665 for the corresponding period of 1945.

Imports from other British Empire countries showed a mixture of gains and losses. Imports from British India were valued at \$2,435,523, as compared with \$4,399,850 in the corresponding month of last year; from Australia, at \$1,627,980 (\$1,362,844); Nigeria, \$1,654,254 (\$722,296); Jamaica, \$1,264,296 (\$539,734); New Zealand, \$1,177,642 (\$2,132,440); British South Africa, \$961,924 (\$634,500); Newfoundland, \$603,478 (\$852,396). Including the United Kingdom, the May total for British Empire countries was \$31,803,207 as compared with \$30,100,967, and the five months' aggregate was \$140,688,664 as against \$105,304,892.

Latin American countries continued to occupy prominent positions as sources of Canadian imports from foreign countries, as the following figures show: Brazil, \$1,162,312 (\$258,573 in May, 1945); Colombia, \$710,255 (\$1,011,902); Cuba, \$2,422,530 (\$614,562); Guatemala, \$848,936 (\$105,467); Honduras, \$1,702,401 (\$720,929); Mexico, \$1,965,032 (\$1,391,527); Salvador, \$628,402 (\$268,341); San Domingo, \$1,550,529 (\$372,961); and Venezuela, \$2,870,760 (\$1,003,677).

Commodity Group Increases

Total values of imports for all commodity groups, except non-ferrous metals and miscellaneous items, showed increases in May over last year. Imports of agricultural and vegetable products were valued at \$30,617,000, as compared with \$22,554,000; animals and animal products, \$5,253,000 (\$4,234,000); fibres, textiles and textile products, \$20,351,000 (\$17,006,000); wood, wood products and paper, \$5,667,000 (\$4,330,000); iron and its products, \$41,664,000 (\$35,038,000); non-ferrous metals, \$9,793,000 (\$10,168,000); non-metallic minerals, \$24,464,000 (\$21,837,000); chemicals and allied products, \$8,805,000 (\$7,007,000); miscellaneous, \$17,582,000 (\$21,669,000).

Imports by Principal Countries

	1945	Month of May	1946	Five months ended May	1946
			Thousands of Dollars		
All countries	\$ 143,844,311	\$	164,196,552	\$ 652,215,483	\$ 722,216,803
British Empire	30,100,967		31,803,207	105,304,892	140,688,664
United Kingdom	15,178,790		18,780,128	52,569,665	87,500,035
Eire	13		.....	2,992	6,782
Africa—					
British East	346,190		455,219	850,340	1,638,434
British South	634,500		961,924	3,025,683	4,334,319
Southern Rhodesia ..	53,242		5,425	269,127	33,629
British West—					
Gold Coast	769,078		530,725	3,820,750	1,867,578
Nigeria	722,296		1,654,254	2,097,211	2,834,249
Bermuda	19,903		17,153	24,709	25,998
British East Indies—					
British India	4,399,850		2,435,523	16,667,379	13,214,483
Ceylon	1,160,598		432,642	3,606,337	1,592,606
Straits Settlements ..	.....		.....	.....	974,322
British Guiana	884,931		307,461	3,837,456	2,355,345
British Honduras	39,223		126,178	282,989	613,156
British Sudan	13,132		3,042	29,316	18,086
British West Indies—					
Barbados	383,562		401,759	2,027,959	1,076,474
Jamaica	539,734		1,264,296	2,119,987	5,098,622
Trinidad and Tobago ..	119,141		132,366	1,452,885	923,207
Other B. West Indies ..	32,396		61,276	473,083	305,709
Hong Kong .....	.....		238	.....	13,498
Malta	6,534		10,825	10,359	36,934
Newfoundland	852,396		603,478	2,455,824	2,533,465
Oceania—					
Australia	1,362,844		1,627,980	5,454,434	6,623,059
Fiji	38,163		718,038	676,088	1,954,982
Other Brit. Oceania ..	409,374		.....	409,374	420,074
New Zealand	2,132,440		1,177,642	2,985,652	4,389,702
Palestine	2,637		65,635	154,893	303,916

Imports by Principal Countries—*Con.*

	Month of May		Five months ended May	
	1945	1946	1945	1946
	Thousands of Dollars			
Foreign countries	113,743,344	132,393,345	546,910,591	581,528,139
Afghanistan	30,070	407,545	153,007	1,348,081
Argentina	1,009,256	538,263	3,823,870	2,247,057
Belgium .....	.....	231,157	109	1,258,808
Belgian Congo	9,984	31,481	15,699	375,927
Bolivia .....	.....	.....	25,378	15,031
Brazil	258,573	1,162,312	2,298,448	5,317,417
Chile	64,710	28,355	247,030	160,491
China	239	242,429	239	892,404
Colombia	1,011,902	710,255	4,484,441	3,891,590
Costa Rica	27,114	16,477	90,902	236,940
Cuba	614,562	2,422,530	2,058,798	5,307,085
Czechoslovakia .....	.....	32,253	.....	74,235
Denmark .....	.....	5,407	.....	16,199
Greenland	46,903	.....	47,026	6,528
Ecuador	282,169	25,348	878,382	70,125
Egypt .....	.....	41,645	125,107	165,952
France	315	274,962	2,956	667,143
French Africa .....	.....	1,181	25,503	245,290
French Oceania	1,902	7,794	16,551	21,836
French West Indies..	.....	.....	43,454	3,262
Madagascar	1,970	17,176	44,540	81,864
Germany .....	.....	710	.....	7,544
Greece .....	.....	15,932	.....	22,255
Guatemala	105,467	848,936	430,228	1,946,001
Haiti (Republic of) ...	47,935	83,365	200,795	692,255
Honduras	720,929	1,702,401	3,032,490	6,433,239
Iraq (Mesopotamia) ...	155,994	1,000	815,598	1,156,415
Italy	27	109,017	27	208,773
Italian Africa .....	.....	.....	.....	4,420
Liberia .....	.....	59,036	2,892	59,296
Mexico	1,391,527	1,965,032	6,464,969	9,491,005
Morocco .....	.....	.....	85,523	17,927
Netherlands	4,027	277,034	21,411	858,670
Netherlands E. Indies	.....	.....	4,640	3,976
Netherlands W. Indies	53,542	26,439	459,905	296,131
Nicaragua .....	.....	7,455	.....	11,862
Norway	108,469	51,031	312,287	83,905
Panama	4,876	7,689	13,480	8,189
Paraguay	111	114,861	60,811	120,643
Persia	69,156	24,733	114,252	211,409
Peru	11,130	184,267	92,543	381,557
Portugal	162,910	140,651	439,667	866,047
Azores and Madeira..	3,223	22,115	15,492	71,934
Portuguese Africa ...	24,542	101,153	128,918	499,153
Russia (U.S.S.R.)	51,915	180,279	599,313	1,305,275
Salvador	268,341	628,402	775,921	2,058,222
San Domingo (Dom. R.)	372,961	1,550,529	2,130,416	3,407,632
Spain	393,004	450,276	1,389,851	2,339,565
Sweden .....	.....	381,244	7,484	1,749,409
Switzerland	606,168	659,559	1,807,856	3,421,553
Syria	1,468	766	10,087	5,540
Turkey	58,043	145,953	66,480	347,845
United States	104,753,093	113,419,954	507,405,551	511,762,103
Alaska	1,580	9,851	26,330	30,904
Hawaii .....	.....	89,821	.....	184,313
Philippine Islands ...	.....	24,489	25	24,489
Puerto Rico	3,041	5,668	13,289	115,058
Uruguay	5,688	35,629	40,519	72,999
Venezuela	1,002,677	2,870,760	5,556,579	8,843,276

Imports by Principal Commodities

Increases in the value of imports for the first five months of the current year, compared with the corresponding period in 1945, are indicated in each of the commodity groups, with the exception of non-ferrous metals and their products. There is also a decline in miscellaneous commodities, including ships. The following tables, compiled by the External Trade

Branch, Dominion Bureau of Statistics, show Canada's imports (excluding gold) by commodities for the month of May, and for the five months ended May in 1946 and 1945:—

Imports by Commodities

	Month of May		Five Months ended May	
	1945	1946	1945	1946
	Thousands of Dollars			
Total Imports	143,844	164,197	652,215	722,217
Agricultural and vegetable products ..	22,554	30,617	95,177	125,460
Fruits	6,351	8,558	25,188	35,286
Fruits, fresh	4,638	6,616	19,757	26,086
Fruits, dried	1,387	741	4,101	4,868
Fruits, canned	119	420	711	1,389
Fruit juices and fruit syrups	207	780	710	2,944
Nuts	1,323	2,236	4,084	9,751
Vegetables	2,729	3,778	9,776	18,016
Vegetables, fresh	2,707	3,731	9,566	17,718
Vegetables, dried	1	18	21	204
Vegetables, canned	1	3	44	16
Pickles, sauces and catsups	20	26	145	78
Grains and products	851	980	4,307	6,387
Rice	195	4	1,093	623
Oils, vegetable, edible	15	256	133	1,118
Sugar and products	2,170	5,640	12,245	15,531
Sugar	2,035	4,967	11,859	12,907
Cocoa and chocolate	508	928	2,091	1,770
Coffee and chicory	912	2,079	2,260	7,919
Spices	48	108	249	438
Tea	3,243	862	11,660	4,519
Vegetable products, other, mainly food ..	53	334	334	1,176
Beverages, alcoholic	477	839	2,557	4,637
Ale, beer, porter, stout	3	...	21	3
Beverages, distilled	425	634	2,234	3,753
Wines	49	205	301	880
Gums and resins	379	533	2,092	2,149
Oil cake and oil-cake meal	23	34	79	146
Oils, vegetable, not edible	1,451	1,054	5,590	4,356
Plants, shrubs, trees and vines	56	117	325	742
Rubber	1,212	1,213	8,224	6,188
Rubber, crude	366	239	4,436	1,704
Seeds	57	63	1,104	1,071
Tobacco	204	275	943	1,325
Vegetable products, other, not food ..	489	729	1,936	2,933
Animals and animal products	4,234	5,253	18,580	26,894
Animals, living	566	660	1,038	1,363
Bone, ivory and shell products	51	64	279	289
Feathers and quills	23	22	78	116
Fish and fishery products, n.o.p.	245	199	1,194	1,379
Fish, fresh and frozen	181	126	948	1,062
Fish, dried, salted, pickled, smoked ..	17	35	103	149
Fish, canned or preserved	9	1	35	30
Furs	898	1,879	8,122	13,721
Undressed furs	525	1,204	5,821	9,827
Hair and bristles	303	243	547	780
Hides and skins, raw	759	243	1,761	936
Leather, unmanufactured	275	460	1,340	1,748
Leather, manufactured	231	441	1,368	1,899
Meats	14	172	293	526
Milk and products	30	65	143	222
Animal oils, fats, greases and wax ...	302	298	885	1,794
Animal products, other	536	508	1,534	2,121
Fibres, textiles and textile products	17,006	20,351	84,710	98,036
Cotton	6,203	9,365	38,113	43,396
Raw, and linters	2,269	4,154	15,951	18,114
Yarn	566	654	2,925	3,350
Fabrics	2,841	3,763	16,287	18,073
Flax, hemp and jute	2,115	1,550	7,652	10,026
Yarn	150	89	698	538
Fabrics, flax and hemp	82	178	366	924
Fabrics, jute	1,656	717	5,424	6,373
Silk	197	214	894	1,154
Fabrics	193	202	878	1,118

Imports by Commodities—Con.

	Month of May	Five Months ended May
	1945	1945
	Thousands of	Dollars
Wool	4,089	18,013
Raw wool	1,441	4,538
Noils and tops	847	2,587
Yarn	382	2,773
Worsted and serges	605	3,277
Fabrics, other	580	2,680
Artificial silk	2,030	10,006
Yarn, twist and thread	1,149	5,521
Fabrics	834	4,332
Fibres and products, other	897	3,457
Mixed textile products	1,475	6,576
Wood, wood products and paper	4,330	19,811
Wood, unmanufactured	622	2,628
Planks and boards	359	1,705
Wood, manufactured	751	3,381
Wood-pulp	71	485
Paper	1,192	5,465
Books and printed matter	1,766	8,337
Iron and its products	35,038	164,327
Iron ore	816	1,926
Ferro-alloys	100	411
Pigs, ingots, blooms, billets	317	1,674
Scrap iron	94	373
Castings and forgings	902	4,137
Rolling mill products	4,616	21,775
Pipes, tubes and fittings	378	2,122
Wire	419	1,852
Chains	175	901
Engines and boilers	2,492	12,540
Farm implements and machinery	4,328	20,500
Hardware and cutlery	435	1,819
Machinery (except agricultural)	8,972	36,360
Springs	29	83
Stamped and coated products	223	815
Tools	611	3,208
Vehicles, chiefly of iron	7,175	39,742
Automobiles, freight	18	1,532
Automobiles, passenger	399	873
Automobile parts	6,372	34,592
Iron products, other	2,957	14,088
Non-ferrous metals and their products ..	10,168	44,295
Aluminium	889	2,595
Brass	408	1,829
Copper	101	408
Lead	32	154
Nickel	114	485
Precious metals (except gold)	512	2,311
Tin	1,659	3,310
Zinc	110	392
Alloys, n.o.p.	94	362
Clocks and watches	657	2,025
Electrical apparatus	3,964	20,030
Radio and wireless apparatus	1,508	7,999
Gas apparatus	65	167
Printing materials	99	472
Non-ferrous metals, other	1,464	9,753
Non-metallic minerals and their products	21,837	93,774
Asbestos	188	905
Clay and products	1,185	5,389
Coal and products	8,371	40,003
Coal	7,075	35,482
Coke	1,202	4,011
Glass and glassware	1,507	6,957
Graphite	43	195
Mica and products	13	98
Petroleum products	8,527	31,890
Stone and products	807	3,671
Non-metallic minerals, other	1,198	4,666
Chemicals and allied products	7,007	32,794
Acids	297	1,340
Alcohols, industrial	34	118

	Month of May		Five Months ended May	
	1945	1946	1945	1946
Chemicals and allied products— <i>Con.</i>	Thousands of Dollars			
Cellulose products	518	601	2,243	2,670
Drugs and medicines	925	872	3,912	4,113
Dyeing and tanning materials	735	962	3,295	3,858
Explosives	35	85	349	390
Fertilizers	255	470	1,241	2,147
Paints and varnishes	783	952	3,573	4,355
Perfumery, cosmetics, toilet preparations	38	78	166	244
Soap	23	92	69	424
Inorganic chemicals, n.o.p.	1,008	1,164	4,324	5,045
Potash and compounds	77	44	371	250
Soda and compounds	337	477	1,424	2,101
Chemical products, other	2,356	3,192	12,164	14,450
Miscellaneous commodities	21,669	17,582	98,747	80,852
Amusement and sporting goods	263	555	1,156	2,211
Brushes	33	59	115	262
Containers, n.o.p.	107	151	602	808
Household and personal equipment, n.o.p.	614	1,462	3,214	6,688
Refrigerators and parts	16	365	106	1,755
Mineral and aerated waters	1	1	2	6
Musical instruments	62	255	321	842
Scientific and educational equipment ..	741	1,084	3,797	5,064
Ships and vessels	22	22	1,215	300
Vehicles, except iron	1,668	1,009	10,001	4,437
Aircraft (excluding engines)	1,637	895	9,842	4,050
Paintings and other works of art	85	169	389	885
Miscellaneous commodities, other	18,073	12,815	77,935	59,348
War materials (Order in Council) ..	10,056	14	52,679	2,557

MARKET SURVEY OF MOROCCO—Continued from Page 77

Owing to the ruggedness of the terrain and variations in the water supply, the population is very unevenly distributed. In the more inaccessible mountainous and desert areas, the Berbers, who have already been described as being largely of Mediterranean-European stock (and not of Asiatic or African) are practically in sole possession, due to their ability to lead a nomadic life. Even near the coast they are in the majority, since the isolated position of Morocco hindered the massive infiltration of Arabs, which has so greatly diluted the Berber peoples in Algeria and Tunisia. There are, however, some curious relics of the Moorish invasion of Spain. There are probably over half a million descendants of the Andalous, some of whom were Spanish but most of whom were probably a mixture of Spanish and Moor. These people withdrew with the defeated Moors in 1248 and, since they had previously adopted Mohammedanism, they have continued in the native way of life. There are also some 150,000 Jews, some of whom came to the country in the fourth century B.C., and others who undoubtedly came also from Spain at a later date. In the south there are some Negroes and mixtures of Berbers and Negroes, descendants of slaves who had been brought across the desert from the great slave market of Timbuctou. Finally, the pure Arab population, although not large, is centred mostly in the towns, and exerts an influence greater than mere numbers would warrant, since they tend to foster Pan-Arab movements and disturb relations with the Europeans.

In 1937 this mixed group of natives accounted for a total population of 6,070,000 inhabitants, but it is probable that their numbers have increased to about 7,000,000 at present, at an average rate of increase of 15 per cent per decade during recent years.

Urban Population Mostly Europeans

The European population was 230,000 in 1937, and it is probable that it has now reached about 300,000, due not so much to natural increase as to the number of refugees who came to Morocco during the war and have since decided to settle there. Most of the Europeans are French, with a considerable sprinkling of Spaniards and some Italians, Maltese and Greeks. Most of the Europeans live in towns. About one-third of the European population is in Casablanca, but some 20,000 live in rural areas and cultivate their own properties.

The following table shows the urban population in 1937. It is noteworthy, however, that the population of Casablanca has doubled since then, and there have been substantial increases in Fez, Marrakesh and Rabat.

Urban Population of Morocco, 1937

	Native	European	Total
Casablanca	183,000	74,000	257,000
Marrakesh	183,000	7,000	190,000
Fez	134,000	10,000	144,000
Rabat	57,000	26,000	83,000
Meknes	62,000	13,000	75,000
Oudjda	20,000	15,000	35,000
El Ksar el Kebir .....	....	....	32,000
Sale	31,000	1,000	32,000
Mazagan	23,000	2,000	25,000
Safi	23,000	2,000	25,000

Early History Obscure

In common with most of the Mediterranean basin, Morocco has had a long and checkered career of invasion and counter-invasion, empire and ruin, culture and decadence. The Phoenicians appear to have been the first within chronicled history to have established trading enterprises there, about the twelfth century B.C. They have left no information about the original inhabitants of the area which would help to trace their history and movements and establish the exact origin of the Berbers of to-day. It is known, however, that some Jews and Egyptians entered the country between this period and the time when the Carthaginians, in the eighth century, established their own trading posts and lived on friendly terms with the inhabitants, who quickly learned the Punic tongue and accepted its culture.

From this period onwards the history of Morocco follows the same general pattern as that of Algeria, usually with some delay, due to the remoteness of the country. The Romans first appeared in 146 B.C. but did not annex the country as a province until a hundred years later. Volubilis, now a walled ruin near Meknes, became the capital and the chief garrison centre of the country and is known to have been of considerable importance. By assimilation again, the indigenous peoples quickly adopted the Roman language, customs and religion.

With the decline of Rome and the overrunning of Spain by Visigoths and Vandals, a new threat appeared, this time from the north across the straits of Gibraltar. These raids lasted for a hundred years, until the Byzantine Empire revived some of the power of Rome in 533 A.D. and brought with it some share of Eastern culture, evidence of which may still be found in architecture. In the meantime, Christianity was taking over from the old heathen gods, until 705 A.D. when the Arab invaders from the east finally entered the country and started recruiting for their army and their religion. It was largely with the assistance of these Berber recruits that they were able to conquer Spain and part of France. The very size of the Arab Empire at this time, however, brought confusion

in its wake and permitted the rise of an independent Moroccan Empire, under Moulay Idriss, whose son carried on in control of a large part of North Africa in almost complete independence of the Caliphate. At the death of the son, confusion became twice confounded, with internal strife and dissident movements back and forth across Africa, until a new Moroccan Empire, that of the Almoravids from the south, took hold about 1056, founding the city of Marrakesh as their capital in 1062. Some 200 years later, the Spaniards and Portuguese had a brief hold on the country after they had driven the Moors out of Europe, but from then on local dynasties succeeded in retaining control and were even able to hold the country from the Turks, when the latter had conquered Algeria and Tunisia.

Increased Interest by European Nations

With the growing power of Europe in the nineteenth century, there were greater and greater demands for freedom of access to Morocco. When the French conquered Algeria in 1830, clashes became inevitable along the ill-defined frontier, and Oudjda was taken in 1843. This was later relinquished on pressure from Great Britain, but in the meantime Spain began to take an interest in that part of Morocco facing the straits, and in 1859 went to war against the Sultan, taking a good part of what is now Spanish Morocco. Again the French could not remain indifferent, nor could the British in view of the threat to Gibraltar. Morocco became a veritable centre of power politics, with Italian and German interests thrown in for good measure, and finally, when France determined that she had to move in order to safeguard her Algerian frontier, she proceeded first with a series of treaties. In 1900 Italy and France agreed to give each other clear fields in Tripoli and Morocco respectively. In 1904 similar pledges were made between Britain and France with respect to Egypt and Morocco, and in the same year Spain and France agreed as to the limits of the Spanish sphere of influence. Again in the same year the Sultan obtained a loan from the French and agreed to French interest in communications and French reform of the army.

During this time, Germany felt out of the picture, and the Kaiser made his famous visit to Tangier. This incident culminated in the calling of an international conference at Algeciras in January, 1906. The conference guaranteed Moroccan independence but gave the French and Spanish certain rights upon which were later built up the protectorates. A few Frenchmen were shot in Morocco, and Oudjda was again occupied. The next incident occurred in Casablanca, and French troops were disembarked there to restore order. The whole country was by this time in a state of complete anarchy, the Sultan was obliged to call upon the French to restore order, and from 1908 onwards French troops slowly moved in towards the Taza gap and through the port of Casablanca. By March, 1912, after the affair of Agadir, when the Germans sent a gunboat to quell alleged riots in that area, the Sultan was ready to sign a treaty providing for a French protectorate. Although the Moslem religion and the dignity of the Sultan were not to be encroached upon, France was to have a Resident-General who would be the "adviser" of the Cherifian Government and who would be his Minister of Foreign Affairs.

Revolt Spreads to the French Zone

The country was far from wholly pacified at that time, including only the coastal areas from Mogador to the Spanish zone. Since the first World War started soon after, the Germans used the power of two strong

tribal leaders, Raisuli and Abd el Malek, to organize resistance, and very little new territory in the north was conquered until after the war. For instance, until 1919 the Taza gap was not fully opened to direct intercourse between troops in Algeria and those which had come in from the Atlantic coast. In 1921 a new leader, Abd el Krim, started a serious revolt, mostly against the Spanish, and almost succeeded in two years of fighting in driving them back into the sea. By 1924 this revolt had spread into the French zone, and the fact that the French now had to take part in its suppression probably saved the Spaniards from utter defeat. Marshal Lyautey and General Giraud were two of the well-known figures who participated in the ensuing activities, which ended only with Abd el Krim's capitulation in June, 1926. Even after that date, however, there were still several mountain fastnesses and desert areas which had never been overrun and which continued to threaten lines of communication and peaceful settlement. Organized campaigns therefore continued until 1934, when the last resistance had been quelled after almost continuous military operations which had lasted for 27 years.

It must not be forgotten that it is this sense of building in the midst of danger which gives the French settler in Morocco that feeling of independence and pioneering spirit of which he boasts. Many of these settlers, indeed, were the officers and men who fought so long for the country and who had no desire to return to a troubled Europe once their military service was over. Based on such a first generation, which is still the main generation of settlers in the country, it is permissible to build high hopes for the future and to believe that the spirit of enterprise will continue to manifest itself.

Sultan both Temporal and Spiritual Ruler

Before the establishment of the French protectorate, the Sultan wielded both temporal and spiritual power. As Caliph of the west and direct descendant of Mohammed, he could call upon the faithful to join in a holy war, and it is on this ground perhaps that his power was the greatest. The spiritual leaders under him, the Kadis and Nadirs, were appointed as his personal representatives, and it was they who collected the greater part of the taxes, since secular taxes were frowned upon by Islamic law.

In the secular field the Sultan appointed his Vizirs, or Ministers, from among his own entourage and delegated some of his power to local Pashas and Kaidas, also appointed by him. His power, however, was largely limited to the plains from Mazagan to Larache, as the independent Berber tribes of the mountains did not acknowledge the temporal power of the Sultan and only acted in common with the plainsmen as a matter of convenience. Each tribe had its own tribal customs, and the edicts of the Sultan did not apply when they did not conform to traditional forms and rites.

Besides the absolute nature of this type of rule and the inability to form a civil service which would ensure continuity, the greatest single problem faced by the Sultan was that of finances. As social life became more complex and relations with the outer world required greater expenditures on defence and public works, the spiritual taxes were found to be insufficient, and many attempts were made to levy state taxes. As these attempts failed or threatened to cause local uprisings, the Sultan was obliged to have recourse to foreign borrowings and thus became economically dependent on the foreign lenders.

Foreign Obligations Result from Treaties

Even before the establishment of the French protectorate, certain foreign obligations had accumulated as a result of various treaties. From about 1856 onwards, certain powers had obtained by treaty the right of capitulation, or extraterritorial status, permitting their own protected agents and nationals to be tried by their national courts. Upon the formation of reliable courts under the French protectorate, most of these rights were ceded, but the United States still in theory retains the right of trying its own nationals instead of turning them over to local courts.

In addition, certain economic rights were granted by the Madrid Convention of 1880 and by the Act of Algeciras in 1906. The policy of the "open door" was laid down by the latter Act, which stipulates that all signatories must have equality of economic opportunity. Thus tariff rates cannot favour one signatory at the expense of another, which prevents France from obtaining any special concessions for the entry of her goods into the area. This same clause permits equality of opportunity with respect to coasting trade, so that the ships of signatory nations may pick up and discharge cargo between Moroccan ports, and even between Morocco and France.

After the death of Sultan Moulay el Hassan in 1894, administration broke down almost completely, with assassinations, kidnapping, misappropriations of funds and other evidences of administrative incompetence so flagrant that foreign intervention only became a matter of time.

Resident-General Becomes Sultan's Foreign Representative

By the treaty which inaugurated the French protectorate in 1912, the Resident-General became the Sultan's sole representative in foreign affairs. He could also prepare legislation to be issued in the form of Dahirs by the Sultan's government with respect to administrative innovations, legal, economic, educational, financial and military organization.

The French leader in Morocco at that time was Marshal Lyautey, who had already had a wealth of experience in dealing with native populations in Indo-China and Madagascar. He determined that, as far as possible, the forms, customs, ceremonies, the spiritual and temporal powers of the native state were to be retained in their original form, and this has continued to be the basis of French rule in Morocco. The Sultan remains supreme, so that all laws are issued in his name. The Islamic religious code, which also governs matters of property and succession, is continued and administered as heretofore by the customary Moslem leaders. On the secular plane, however, all native officials now form part of an organized, selected, and fairly well-paid civil service.

The dual nature of the Moroccan administration requires careful analysis in order to be understood. The Resident-General is in actual fact the supreme authority, but more and more his role is made to appear secondary in order to spare the feelings of the natives. For instance, he is also called the French ambassador to the Sultan, and all French higher officials insist on calling him the Ambassador rather than the Resident. (Similarly, the British Consul General in Rabat is also called the Minister to the Sultan.) He is assisted by a Secretary General, who is the permanent official in charge of all government departments, and by a delegate who can assume his functions during his absence. Under him are also four secretariats, civil, military, political and diplomatic (Cabinets Civils, etc., as they are called in France). The administrative services comprise seven directorates: Native Affairs, Finance, Communications, Production and Labour, Agriculture, Health, Education, and Mining.

Apart from this organization, which prepares legislation and controls the administration of each of the branches, there is a special office called the Direction Générale des Affaires Chérifiennes. This is the liaison body which explains impending legislation to the Sultan's Vizirs and which tries to smooth out any differences of opinion which may exist between the Resident's administration and the Sultan's government.

In local administration, the former Kaid, etc., are still the titular heads of the administration, which derives directly from them; however, they are assisted by French advisers, either civil or military, depending on whether the territory is still under military control.

To avoid the over-centralization which had been common prior to the protectorate, local bodies, both urban and rural, are given considerable powers, although their decisions are subject to review by local representatives of the central administration.

Wartime Restrictions Reduced By Revocation Of "Blacklist"

List of Specified Persons contained names of individuals and firms outside enemy territory who directly or indirectly assisted war effort of Axis powers.

Wartime restrictions on international trade were further reduced with the recent announcement in Ottawa that the Canadian "blacklist", or List of Specified Persons, had been revoked for all countries. This action was concurrent with similar measures taken by Great Britain and the United States, whose proclaimed lists of blocked nationals were virtually the same as that of this country. The list contains the names of individuals and firms outside enemy territory who directly or indirectly assisted the war effort of the Axis powers. By denying them access to Canadian goods and facilities, the ability of such persons and firms to render aid to the enemy was thereby reduced.

It will now be permissible for Canadian firms to establish commercial relations with individuals and firms so listed.

With the occupation of former enemy countries and the control of their respective economies by the United Nations, it is no longer possible for listed persons to render them any assistance. The list, therefore, serves no further practical purpose.

In making his announcement on July 8, Prime Minister W. L. Mackenzie King indicated that revocation of the List of Specified Persons did not represent a termination of efforts to eliminate Axis external influences in the countries covered by the list, and that the Canadian Government would continue to co-operate with other governments in bringing about a permanent elimination of those influences.

Revocation of the List of Specified Persons will not affect in any way any property vested in the Secretary of State of Canada, acting in his capacity as Custodian under regulations respecting trading with the enemy. Such property will continue under the control of the Custodian until it is expressly released under provisions of the Revised Regulations Respecting Trading with the Enemy, 1943.

Newfoundland Presents Demand For Low-Priced Footwear

Canada furnished bulk of requirements in war years—Improvement noted in quality of men's leather boots and shoes—Average annual income of 315,000 inhabitants is relatively low—Fishermen wear rubber boots.

By J. C. Britton, Canadian Trade Commissioner

St. John's, June 22, 1946.—There is a good demand in Newfoundland for lower-priced leather footwear, both men's and women's. Leather and all other types of footwear, as was the case in Canada and the United States, was rationed for the greater part of the wartime period, and imports were limited to quotas established by the United Kingdom, the United States and Canada. Nevertheless imports of leather footwear into Newfoundland increased considerably during the war as compared with those recorded for 1938-39. Prior to the war, the chief supplying countries were the United Kingdom, the United States and Canada, but during the war years the bulk of the country's requirements came from Canada and the United States.

The quality of Canadian leather footwear, particularly that for men, has, according to the larger importers, improved considerably during the past few years. Whereas prior to the war the better-class men's shoes were largely supplied from the United Kingdom, there are prospects that Canadian firms will retain a percentage of the business. It should be borne in mind that the Newfoundland market is limited by the fact that the total population is only slightly in excess of 315,000, and the average annual income of the majority of the population is not high.

Leather footwear sales are, to a considerable extent, confined to the urban centres, such as St. John's and vicinity, and towns such as Corner Brook and Grand Falls. People in the outlying sections of the country, particularly fishermen, wear rubber boots for the greater part of the year. Leather footwear is produced locally, production being confined to medium- and lower-grade women's and children's shoes. Sales of women's and misses' leather footwear have declined in favour of beach wear of all types. The higher-priced better-class ladies' and misses' footwear is not stocked to any great extent by the leading shoe stores, owing to the relatively limited demand.

Domestic Production Limited

One factory in Newfoundland manufactures leather footwear, its annual production in the past ranging from 90,000 to 100,000 pairs. This factory manufactures mainly medium-grade McKay lasts in a limited range, which retail at from \$2.50 to \$3.60 per pair. The demand for this footwear is primarily for the outport areas. The shoes are sturdy in appearance and possess good wearing qualities. Some men's shoes are manufactured by the local factory, but sales are small. Production in recent years has been curtailed, as leather has been under allocation and, owing to the acute world shortage, supplies have been difficult to obtain.

All the department stores and ladies' and men's specialty shops stock leather footwear. There are also two firms in St. John's that handle footwear exclusively. The bulk of the retail sales in Newfoundland

is handled by one organization which also owns the local factory, and it is estimated that this concern purchases from 50 to 60 per cent of the footwear imported into Newfoundland. Importers prefer to deal direct with manufacturers, and the appointment of an agent is therefore unnecessary. Several commission agents handle footwear, but none of them is a specialist in this field, footwear sales being handled with those of other commodities. Canadian firms desiring to market footwear in this country should establish direct contact with the larger importers, whose names will be supplied upon application to the office of the Canadian Trade Commissioner at St. John's.

Newfoundland Imports of Footwear in 1944-45

Boots and shoes for men—	Pairs	\$
United Kingdom	1	4
Canada	12,418	37,891
United States	52,122	142,511
	<hr/> 64,541	<hr/> 180,406
Boots and shoes for boys and girls—		
Canada	4,844	8,660
United States	12,401	19,472
	<hr/> 17,245	<hr/> 28,132
Boots and shoes of leather or imitation leather for women, costing \$1 or more per pair—		
United Kingdom	3	11
Canada	57,995	110,087
United States	88,563	185,848
	<hr/> 146,561	<hr/> 295,946
Boots and shoes of leather or imitation leather for children costing \$1 or more per pair—		
Canada	9,090	14,128
United States	40,039	51,484
	<hr/> 49,129	<hr/> 65,612
Slippers of leather or imitation leather for women or children, costing \$1 or more per pair—		
Canada	2,458	3,543
United States	6,951	12,101
	<hr/> 9,409	<hr/> 15,644

For comparative purposes, the following table shows the values of total imports of boots and shoes of leather in the fiscal years 1937-38 and 1938-39 from the main supplying countries.

Pre-war Imports of Footwear into Newfoundland

	1937-38	1938-39
United Kingdom	\$ 95,367	\$ 35,543
Canada	23,319	11,184
United States	149,532	52,259
Czechoslovakia	11,471	830
Japan	240	....

Prior to the fiscal year 1944-45, imports of boots and shoes of leather were all classified under one heading.

The rate of duty on leather footwear of all kinds imported into Newfoundland from the United Kingdom is 30 per cent ad valorem. When imported from other countries, including Canada, the rates are 35 per cent ad valorem for women's and children's boots, shoes and slippers valued at \$1 or more, and 40 per cent ad valorem for all other footwear.

Ireland Plans Air Transportation For Agricultural Produce

Perishables may be flown to Great Britain. Three American air lines call at Shannon Airport, one of the best equipped. Foynes now closed, though use of flying boats may reinstate it to position of prominence.

By E. L. McColl, Canadian Trade Commissioner

Dublin, June 30, 1946.—Transport by aircraft of Irish agricultural produce to the British market is being considered as a natural development of major importance, providing for the shipment of perishable and semi-perishable goods. The natural advantages of this country have secured for Ireland a position of considerable importance, and the Government has spared no effort in capitalizing on its strategic position at the western gateway of Europe. During the war, a constant stream of traffic passed through the Shannon Airport, which is one of the best equipped in the world, though it still lacks many amenities, such as hotels, restaurants and accommodation for the large staff now employed there. This situation is being rectified, however.

Foynes, the flying boat base on the River Shannon, and a few miles from Rineanna, has been closed, as practically all traffic is now being handled by land planes. Many authorities believe, however, that the flying boat will in future attain a position of great importance in international services over long stretches of water, and that Foynes will once again become an important centre. It was the point of departure for the Cabot and Caribou, of Imperial Airways, Limited, during the trans-Atlantic service operated to Montreal immediately prior to the war.

The Irish Government has lost no time in making agreements with other countries, and has been represented at all international civil aviation conferences. The major role of Ireland in the development of air traffic was established by the agreement made with the United States last February, when it was decided that all eastbound air traffic should pass through the Shannon Airport, and that all westbound aircraft should call there before crossing the Atlantic. The three American companies operating services via Ireland are Pan-American World Airways, American Export Airlines and Trans-World Airways.

Large Expenditure on Airports

There has been frequent consultation with the British Overseas Airways Corporation, and it has been agreed that the existing temporary permits to B.O.A.C. for the use of Foynes and Rineanna should be continued pending a more permanent agreement. The shuttle service connecting Rineanna with the United Kingdom is at present being operated by this company. But, when suitable aircraft become available, this route will be taken over by Aer Lingus Teoranta. A sum approaching £1,500,000 has already been expended on civil airports in Ireland, these being equipped on the most modern basis.

Reciprocal arrangements exist between Britain and Eire for air-line operation, and the Liverpool-Dublin service carried a record number of passengers during the year. In November, the direct London-Dublin

service, which was closed at the outbreak of war, was reopened. The terminal building at Dublin Airport is regarded as one of the finest in the world and, to provide landing facilities for heavy trans-Atlantic planes, 15,000 feet of concrete runways, 200 feet wide, are now being constructed and will be completed within two years.

The General Manager of Aer Lingus visited Montreal, for the meeting of the International Air Transport Association. He completed arrangements for the purchase of three Dakota aircraft similar to the British Overseas Airways Corporation machines being used for the Shannon-London service. It is hoped shortly to make further purchases of this type. Conversations have already been initiated with several countries with a view to the operation of services to and from Dublin and the various capital cities of Europe.

(Ed. Provision has been made for experimental planeload shipments of fresh fruits and vegetables from growing areas in the western section of the United States to urban centres in the east, a tariff rate of 15 cents a ton-mile having been filed by United Air Lines with the Civil Aeronautics Board.)

NEW ZEALAND TRADE—Continued from Page 70

As in recent years, particularly since 1941, imports into New Zealand from Canada have been more and more in the form of raw materials and semi-manufactured goods, as the severe restriction on imports of finished goods brought additional industries into production. Comparing the import values for the two years 1944 and 1945, the following are the principal items showing increases and decreases:

Commodities Showing Increases		Commodities Showing Decreases	
Wheat	£2,161,671	Maizena and cornflour	£ 2,499
Wood-pulp and paper-pulp	28,459	Cotton piece-goods, knitted	4,974
Hats and caps	14,807	Cotton piece-goods, woven	43,380
Gumboots	25,223	Leather cloth	3,972
Rubber footwear	17,344	Silk piece-goods	28,059
Minor articles of apparel	16,458	Linseed oil	103,094
Cod liver oil	8,205	Asbestos, crude	8,281
Fish oils	14,469	Brass in bars	18,516
Bronze in bars	10,516	Copper in bars	4,160
Copper plate and sheet	17,637	Iron and steel bars, etc.	6,704
Cordage of metal	26,164	Bolts and nuts	7,134
Measuring instruments	4,271	Electric house meters	4,176
Iron wire	24,980	Pins and needles	4,534
Wire, other kinds	6,095	Brass pipes	4,479
Hardware	7,887	Iron and steel pipes	57,979
Insulators	4,343	Railway plant	26,512
Hose tubing and piping	22,073	Tools, artificers'	51,927
Timber, rough sawn, other kinds	18,699	Agricultural machinery	55,433
Cardboard and wallboard	38,779	Electric motors	12,535
Paperhangings	11,194	Other electric apparatus	151,541
Newsprint	28,761	Wireless apparatus	92,934
Paper for manufacture	10,725	Engines, gas and oil	8,279
Sporting requisites	14,125	Spark plugs	26,874
Cinematograph film	15,654	Metal-working machines	8,324
Photographic materials	5,197	Other machinery	36,428
Cream of tartar substitutes	8,970	Douglas fir, rough sawn	3,976
Metallic elements, n.e.i.	20,501	Veneers and plywood	6,169
Salt	3,026	Glassware, n.e.i.	7,511
Sodium chlorate	14,248	Emery paper	11,735
Lorries, etc., ckd.	114,345	Printing paper	154,998
Parts of motor vehicles	35,348	Vegetable parchment	28,154
Rubber tires	40,741	Wrapping paper	24,912
Articles for manufacture in New Zealand	12,005	Writing paper	34,724
		Paper in small sizes	11,124
		Clocks	3,622
		Calcium carbide	26,050
		Anaesthetics	5,368
		Sulphate of ammonia	30,300
		Explosives	1,753,763

Mutual Aid Imports Omitted

When examining the above tables, the substantial importation of materials and equipment under mutual aid must be given due consideration. No information is available on mutual aid transactions or the particular items involved, and thus the returns do not provide a true picture of the situation. However, most of the wheat, considerable quantities of metals, metal manufactures, vehicles and parts, certain paper, and items of hardware were procured under the agreement.

On the other side of the account, the exports of New Zealand produce to Canada in 1945 reached proportions more comparable with those of normal years.

*New Zealand Exports to Canada

	1945		1944	
	No.	£	No.	£
Calfskins	160,067	75,247	119,199	55,727
Cattlehides	6,300	9,014	5,270	8,351
Opossum skins .....	.....	.....	12,688	7,217
	Lb.		Lb.	
Rabbit and hare skins	194,483	144,522	186,891	107,901
Sheepskins with wool	2,047,547	119,201	1,610,387	111,496
Sheepskins without wool	982,799	58,387	1,239,337	76,749
Wool, greasy	4,054,163	257,609	4,259,676	257,826
Sausage casings	973,612	259,471	719,686	199,683
Wool, scoured and washed	7,147,863	580,830	7,129,462	576,500
Wool, slipe	4,731,836	383,837	3,782,830	313,870
	Cwt.		Cwt.	
Grass and clover seeds	3,643	42,770	3,692	32,073
	Tons		Tons	
Tallow	4,664	156,226	5,122	134,864
Kauri gum	155	11,980	321	18,746
Food for animals .....	.....	.....	.....	12,417
Infants' and invalids' foods .....	.....	270	.....	522
Miscellaneous, manufactured and un-				
manufactured .....	.....	11,045	.....	16,650
Parcels post .....	.....	1,754	.....	865
Re-exports .....	.....	78,926	.....	100
Other items .....	.....	39,818	.....	45,349
Totals .....	.....	2,230,907	.....	1,976,906

*These values are declared f.o.b. values at the ports of shipment, expressed in terms of New Zealand currency.

Of the items exported to New Zealand from Canada in 1944, the following showed increases or decreases as compared with 1943:

Items Showing Increases	Items Showing Decreases
Sausage casings .....£59,788	Food for animals .....£12,417
Calfskins 19,520	Opossum skins 7,217
Rabbit and hare skins 36,621	Sheepskins without wool 18,362
Sheepskins with wool 7,705	Kauri gum 6,766
Slipe wool 69,967	
Grass and clover seed 10,697	
Tallow 21,362	

(Ed. Import and exchange controls in New Zealand will be reviewed in the *Commercial Intelligence Journal* on July 27, this being the third and final section in a survey of economic conditions in New Zealand.)

Newfoundland

Price Ceilings on Turnips Removed

St. John's, July 4, 1946 (FTS).—Price ceilings on turnips sold retail were removed on July 1, a notice issued by the Acting Commissioner for Supply in the Newfoundland Government having revoked the order issued in October, 1945, whereby a ceiling price of 12 cents per bunch of not less than four pounds and four cents per pound trimmed was established.

Trade Regulations and Tariff Changes

Importation of Hides from all Sources Authorized

Hides, skins and leathers from all sources, comprising the following items of the Canadian Customs Tariff, may now be imported into Canada under an extension of General Permit No. G-2413, authorized by the Minister of National Revenue, effective July 2, 1946:—

<i>Item No.</i>	<i>Description</i>
599	Hides and skins, raw, whether dry, salted, or pickled; and raw pelts.
604	Belting leather in butts or bends; and all leather further finished than tanned, n.o.p.
604a	Crust oil leather, for use in manufacturing chamois leather.
604b	Sole leather.
605	Leather produced from East India tanned kip, uncoloured or coloured other than black, when imported for use exclusively in lining boots and shoes; genuine reptile leathers.
605a	Genuine pig leathers and genuine Morocco leathers; so called roller leathers.
606	Leather produced from East India tanned kip, n.o.p.
607	Leather, when imported by manufacturers of gloves or leather clothing, for use exclusively in manufacturing gloves or leather clothing, in their own factories.
607 Pt. 2	Leather, consisting of beef-cattle hides, horse-hides or sheepskins, but not including suedes, Cabrettas, Spanish capes or African capes, when imported by manufacturers of gloves or leather clothing, for use exclusively in manufacturing gloves or leather clothing in their own factories.
607a	Leather, not further finished than tanned, in whole hides, in grains, or splits, when imported by manufacturers of upholstering leathers, for use exclusively in the manufacture of upholstering leathers, in their own factories.
608	Leather not further finished than tanned, and skins, n.o.p.
608a	East India kip leather, not further finished than tanned, for use in Canadian manufactures.
608b	Sheepskin and goatskin leather, not further finished than tanned, when imported by tanners for processing in their own factories.

The Department of National Revenue states that, when importation is made under a General Permit, there is no difficulty in clearing the import through Canadian Customs, the only requirement being the addition of the General Permit number on the Customs Entry.

Subsidy Recovery Rates on Spices

Subsidy recovery rates on spices, such as black pepper, cinnamon, nutmegs and mace, have been established on a poundage basis, effective July 8, 1946. The former rate on these commodities was 15 per cent of the invoice value. The new rates are: black pepper, 16 cents a pound; cinnamon, 15 cents a pound; nutmegs, 17 cents a pound; and mace, 11 cents a pound. In the case of imitation and compound pepper, subsidy recovery will be made only on the basis of the pepper content.

These spices, which have been allocated to Canada by the Combined Food Board, are bulk purchased and subsidized by the Commodity Prices Stabilization Corporation. Should these spices be exported from Canada, a refund of the subsidy at the above rates shall be paid to the Corporation, and submitted along with the application for an export permit.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

71. *Cuba*—Mr. Roque Sainz, Edificio Suarez, Havana, Cuba, has expressed interest in securing representation for hand tools, such as wrenches, knives, chisels, screw-drivers and similar items. File 17217.
72. *Chile*—Jimenez y Laurido Ltda., Casilla 1008, Santiago, Chile, have expressed interest in the importation of or representation of firms manufacturing sports articles. File C.E. 242.
73. *Chile*—Kramer, Pfenniger & Co. Ltda., Casilla 2827, Santiago, Chile, have expressed interest in importing and securing representation for the following: machinery for the rubber industry; hydraulic presses; grinding mills; chemicals for the paint and textile industries; chemicals for the rubber industry, such as rubber accelerators, vulcanizers, rubber-compounding ingredients, butyl acetate, sodium perborate, barium chloride, zinc oxide, and lithopone. File C.E. 243.
74. *China*—China Merchants Trading Company Limited, 175 Canton Road, Shanghai, China, are interested in the following products: papermakers' felts; wire cloth; chilled iron rolls for flour mills and paper mills; all kinds of pulp; dry mechanical sulphide and sulphate; all kinds of papers, newsprint, stationery, etc.; dry colours for printing-ink factory; canned goods and sundries. File 27569.
75. *China*—Huh Zung Trading Company, 113 Kiukiang Road, Shanghai, have expressed interest in securing the agency on a commission basis for the following Canadian products: printing presses; offset presses; printing ink; tractors and roadbuilding machines; air hammers—drilling machines; light metals and aluminium alloys; optical instruments (high-class); pumps and compressors; leather belting; electric wires and cables, wire ropes; paints and compositions; varnishing dyes; kraft cellophane; equipment for harbour works, such as cranes, dredging machinery, shipbuilding outfit; housebuilding equipment, including roofing, sanitary equipment, etc.; plastic material (not manufactured); chemicals (industrial and pharmaceutical). File 27569.
76. *China*—Yung Foong Industrial & Trust Corporation, 224 Tientsin Road, Shanghai, have expressed interest in securing the agency on a commission basis for the following Canadian products: automobiles; bicycles; paper and wood-pulp; steel; chemicals; lumber; stationery; building materials; raw cotton; piece-goods; chemical dyestuffs; refrigerators; wool.

This company is also interested in exporting to Canada raw silk, silk piece-goods, and cotton textiles. File 27569.

77. *China*—A. Sator, 131 Museum Road, Shanghai, has expressed interest in securing the agency on a commission basis for the following Canadian products: printing supplies; bronze powder; dry colours; printing inks; pulp; zinc plates; industrial and pharmaceutical chemicals; provisions; woollen and cotton piece-goods; leather; paints; machinery and machine tools.

This company is also interested in exporting to Canada: furs; hides and skins; gallnuts; rhubarb; glycerinated hen egg-yolk and egg albumen; musk; feathers; goat hair; cow hair; hog casings; wool, cotton thread waste. File 27569.

78. *China*—The Central Trading Company Limited, 5th Floor Union Bldg., Pedder St., Hong Kong, have expressed interest in securing the agency on a commission basis for the following Canadian products: grey portland cement, potassium chlorate, potassium bichromate, bleaching powder, chrome alum, copper sulphate crystals, cigarette paper, match paper, newsprinting paper, kraft paper, bond paper, citric acid.

This company is also desirous of obtaining a supply of the following: condensed milk, milk powder, abalone in tins, flour, sardines, patent medicines, sulfa drugs, hardwares and metals, toilet preparations, perfumes, soaps, dental paste, cigarettes, cotton yarn, lisle yarn, woollen yarn, cotton thread, piece-goods, canvas. File 27569.

Summary of Procedure Governing Shipments to Foreign Countries

By H. W. Brighton, Director, Export Section, Shipping Priorities Committee

Procedure governing shipments of civilian merchandise steadily returns to a pre-war commercial basis. Freight space applications were discontinued some months ago. The chief concern of Canadian exporters, so far as previous regulations are concerned, is the necessity of securing an export permit from the Export Permit Branch, Department of Trade and Commerce, 220 Queen Street, Ottawa, for those commodities which continue to be in short supply in this country.

O.D.T. Permits Not Required

Office of Defence Transportation (ODT) Permits are no longer required, but before railways will accept a shipment for despatch from a United States port, the shipper must endorse the rail bill of lading as follows:—

“This shipment complies with provisions of General Permit O.D.T. 16-B-2”.

The shipper must also give the cargo booking reference number, indicating that space has been booked, the name of the steamship company and that of the vessel in which space has been secured.

Shipments to Specified Countries

Belgium and Belgian Congo

When shipping to Belgium and the Belgian Congo, shippers should first communicate with the Belgian Economic Mission, 3540 Mountain Street, Montreal, and subsequently communicate with a steamship company operating to Belgium, in order to obtain the necessary shipping space.

British Honduras

Under an order issued by the Controller of Imports, effective November 2, 1942, importers in British Honduras are required to submit to the competent authority applications for shipping space for all goods to be imported from Canada or the United States.

The importer is required to prepare each application in triplicate. This he completes in part and forwards to the supplier, together with the order and triplicate copy of the import licence. The supplier completes the application by filling in the export permit number and requisite details, such as the weight, measurement, marks and numbers, and the location of the goods. He then returns it to the importer, who submits it to the Import Control Office for space allotment. When this has been allocated, the importer and supplier will be duly advised.

Canadian suppliers are advised to make sure, before they ship, that the space allocation permit has been granted. Otherwise they will be unable to endorse their rail bill of lading in accordance with the requirements now in force, replacing the O.D.T. permit, without which the shipment cannot be made through a United States port.

Eire

Shipping space to Eire is arranged in Dublin by the importer. It is no longer necessary to make application to the Export Permit Branch, Ottawa, for a clearance through the British Ministry of Economic Warfare.

France

French authorities will grant import licences only for goods judged to be essential to the rehabilitation of France. Should Canadian exporters seek information concerning orders they have received from France, they should communicate with the French Supply Council, 345 Laurier Avenue East, Ottawa.

Greenland

Application for shipping space should be made to the Greenland Section, Danish Consulate-General, 17 Battery Place, New York City.

Iceland

If the railway agents have no definite information about sailings, shippers should communicate with F. K. Warren, Limited, 309 Bank of Nova Scotia Building, Halifax, N.S., who are agents for the Iceland Steamship Company. They can also communicate direct with the Iceland Steamship Company, Limited, 80 Broad Street, New York City.

Mexico

Direct ocean services are now available to Mexico from both East and West coasts of Canada. The service from Vancouver provides for calls at ports on the west coast of Mexico, while departures from Montreal are made direct to Vera Cruz and Tampico.

Congestion on the National Railway of Mexico has involved the imposition of strict control on all rail traffic routed on or via its lines, or consigned to ports of entry. All rail shipments to Mexico, therefore, require a priority issued by the Mexican Government. After this has been obtained, a permit must be secured before a shipment is made. The preliminary approval granted by Mexican officials does not authorize the loading or forwarding of cars to Mexico. The actual shipment cannot be authorized unless and until an official permit has been issued by H. J. Arnett, Assistant to the Chairman, Car Service Division, Association of American Railroads, Transportation Building, Washington, D.C.

Effective November 1, 1944, all permits must carry a letter or letters as part of the permit number. These should specify the port of entry through which shipments may be routed, and the permit letter will so indicate, as follows: LD for Laredo, BV for Brownville, EGP for Eagle Pass and ELP for El Paso. Unless the gateway routing is observed, such permits are invalid.

It is the responsibility of the railway agent at the Canadian point of origin to obtain the necessary permit from the Association of American Railroads before allowing cars to be loaded for Mexico. But shippers should ensure that the necessary permit has been issued, since the shipment, if it should get started without the permit, is certain to be detained somewhere en route, and considerable expense may be involved.

Netherlands West Indies and Surinam

All orders from the Netherlands West Indies (Curaçao, Aruba, Bonaire, St. Eustatius and Saba) and Surinam (Dutch Guiana) are subject to approval by local purchasing bureaux, i.e., Incu Aruba, Incu Curaçao, for Curaçao and other islands, and Surinkoop, for Paramaribo, Surinam.

Importers in the Netherlands West Indies and Surinam (Dutch Guiana) wishing to place orders for procurement in Canada must obtain approvals on so-called "Curaforms", "Aruforms" and "SIC's", for Curaçao,

Aruba and Surinam respectively. If such orders are approved, they are forwarded by these bureaux to the Netherlands Purchasing Commission, New York, which transmits these orders to the Canadian suppliers.

These Curaforms, Aruforms and SIC's are transmitted to the Canadian suppliers in duplicate, the original being the actual order. The duplicate will be certified by the Netherlands Purchasing Commission. This certified copy must be submitted by the Canadian supplier with his application for a Canadian export permit to the Export Permit Branch, Department of Trade and Commerce, 220 Queen Street, Ottawa. Without this certification, no export permit will be issued.

After a Canadian export permit has been obtained, if such is necessary, the Canadian supplier should then apply to Funch, Edye and Company, 25 Broadway, New York, who are agents for the Royal Netherlands Steamship Company, for shipping space to ports in the Netherlands West Indies and Surinam.

North Africa (French Morocco, Algeria, Tunisia) and Corsica

Limited private trading is dependent upon the provision of import licences. Most requirements are still purchased through government channels. For particulars, Canadian shippers should communicate with the French Supply Council, 345 Laurier Avenue East, Ottawa.

Portugal, Madeira and Cape Verde Islands

Arrangements for shipping space are made through the Portuguese Purchasing Trade Mission, 630 Fifth Avenue, New York 20, N.Y.

Russia

The Soviet Government exercises a monopoly of the foreign trade of the Union of Soviet Socialist Republics, controlled by means of import and export licences. Canadian firms seeking information should communicate with the Commercial Counsellor, Embassy of the Union of Soviet Socialist Republics, 24 Blackburn Avenue, Ottawa.

Switzerland

Before making shipment, the exporter should be in possession of a "Guarantee Certificate", issued by the Swiss Government. On receipt, the shipper should then apply for space, either directly or through his forwarding agent, to C. L. Wanger, Delegate of the Swiss Federal War Transport Office, 12 South Twelfth Street, Philadelphia 7, Pa.

Virgin Islands

No restrictions govern shipments to the Virgin Islands. However, if shipment is made from New York, some transfer charges can be saved in Puerto Rico if shipment is made via the Bull Line: A. H. Bull and Company, Inc., 115 Broad Street, New York City.

General Requirements

In general, there are only three requirements involved at this time in exporting civilian commodities; (a) the Canadian shipper should obtain an export permit, when necessary, (b) make certain that an import licence has been issued in his favour, when one is required by the government of the importing country, particular attention being given to the date of expiration, (c) secure shipping space from the steamship company serving the area to which the merchandise is destined, and endorse the rail bill of lading in accordance with the present requirements.

Steamship Operators

For the convenience of Canadian exporters, the following is a list of operators of ships sailing direct from Canadian to foreign ports, together with their addresses:—

Alcoa Steamship Co., Inc.,
Montreal—276 St. James Street West.
Toronto—16 Temperance Street.

Andros Shipping Co., Ltd.
275 Sherbrooke Street East, Montreal.

Anglo Canadian Shipping Co., Ltd.
1330 Marine Bldg., Vancouver.

Bristol City Line (Furness Withy and Co., Ltd.),
St. Sacrament Street, Montreal.

J. Brock Shipping Co., Inc. (Fjell Line),
145 d'Norman Street, Montreal.

Cairn Thompson Line (Furness Withy and Co., Ltd.),
St. Sacrament Street, Montreal.

Canada India Line (McLean Kennedy, Ltd.),
410 St. Nicholas Street, Montreal.

Canadian Mediterranean Line (Montreal Shipping Co. Ltd.),
410 St. Nicholas Street, Montreal.

Canada Shipping Co., Ltd.,
Marine Bldg., Vancouver.

Canada Steamship Lines, Ltd.,
437 St. James Street West, Montreal.

Canadian Australasian Line,
999 West Hastings Street, Vancouver.

Canadian National Steamships,
384 St. James Street West, Montreal.
Or any Canadian National Agent.

Canadian Pacific Steamships,
Foreign Freight Traffic Dept.,
Board of Trade Bldg., Montreal.
Or any Canadian Pacific Railway Agent.

Canadian Transport Co., Ltd.,
837 West Hastings Street, Vancouver.

Constantine Line,
276 St. James Street West, Montreal.

Clarke Steamship Co., Ltd.,
Canada Cement Building, Montreal.

County Line (Canada Steamship Lines, Ltd.) (General Traffic Agents),
437 St. James Street West, Montreal.

Cunard White Star Limited }
Donaldson Atlantic Line } Head Office—230 Hospital St., Montreal

Branch Offices—Toronto: 217 Bay Street. Quebec: 67 St. Peter Street.
Halifax: George and Granville Streets, Saint John: 162 Prince William
Street. Winnipeg: 224 Portage Avenue. Vancouver: Room 808, 626
West Pender Street.

Elder Dempster Lines (Canada) Ltd.,
Board of Trade Bldg., Montreal.

Empire Shipping Co., Ltd.,
966 West Hastings Street, Vancouver.

French Line (Compagnie General Transatlantique),
1196 Phillips Place, Montreal.

Furness Withy and Co., Ltd.,
315 St. Sacrament Street, Montreal.

F. C. Thomson & Co.,
Royal Bank Bldg., Toronto.

Head Line (McLean Kennedy, Ltd.),
410 St. Nicholas Street, Montreal.

Inter-Provincial Steamships Co. (F. K. Warren, Ltd.),
Bank of Nova Scotia Bldg., Halifax.

Johnson Line (C. Gardner Johnson, Ltd.),
991 West Hastings Street, Vancouver.

Johnson Walton Steamships, Ltd.,
355 Burrard Street, Vancouver.

Manchester Liners, Ltd. (Furness Withy and Co., Ltd.),
315 St. Sacrament Street, Montreal.

March Shipping Agencies, Ltd.,
276 St. James Street West, Montreal.

McLean Kennedy, Ltd.,
410 St. Nicholas Street, Montreal.

Montreal Australia New Zealand Line,
410 St. Nicholas Street, Montreal.

Montreal Shipping Co., Ltd.,
410 St. Nicholas Street, Montreal.

Moore-McCormack Lines, Inc. (Montreal Shipping Co., Ltd.),
410 St. Nicholas Street, Montreal.

North Pacific Shipping Co., Ltd.,
966 West Hastings Street, Vancouver.

Norwegian America Line (March Shipping Agency, Ltd.),
276 St. James Street West, Montreal.

Saguenay Terminals, Ltd.,
1700 Sun Life Bldg., Montreal.

Seaboard Shipping Co., Ltd.,
Marine Bldg., Vancouver.

Shipping Limited,
300 St. Sacrament Street, Montreal.

Swedish America Mexico Line,
1462 Bishop Street, Montreal.

F. K. Warren, Ltd.,
Bank of Nova Scotia Bldg., Halifax.

Western Canada Steamships, Ltd.,
Marine Bldg., Vancouver.

Direct or Indirect Sailings from Canadian Ports

Destination	From Canadian Ports on		Destination	From Canadian Ports on	
	East Coast	West Coast		East Coast	West Coast
	Direct-D; Indirect-I			Direct-D; Indirect-I	
Africa—			Mediterranean	D	I
East Africa	D	D	Mexico	D	D
North Africa	D	I	Netherlands West Indies..	I	I
South Africa	D	D	Newfoundland	D	I
West Africa	I	I	New Zealand	D	D
Australia	D	D	North Sea Ports	D	D
Baltic Ports	D	I	Palestine	D	I
Bermuda	D	I	Persian Gulf	I	I
Black Sea	I	I	Portugal	D	I
Central America	D	D	Russia, north	I	I
China	I	D	Scandinavian countries	D	I
Colombia	D	I	South America—		
Cuba	D	I	East coast	D	I
Egypt	D	I	West coast	I	D
Eire	D	I	South Seas (Fiji, Tahiti) ..	I	D
Fiji	I	D	Turkey	I	I
France	D	D	United Kingdom	D	D
French Mediterranean ports	D	I	Venezuela	D	I
Haiti	I	I	West Indies—		
Hawaii	I	I	British	D	I
Iceland	D	I	French	I	I
India	D	D			

Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the sailing date and name of vessel. All steamers and motor ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

Departures from Montreal

* Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Agents
Africa-East— Lourenco Marques...	August 14	<i>Cambray</i> or <i>Chandler</i>	Elder Dempster
Africa-South— Cape Town..... East London..... Durban.....	July 31 August 14	<i>Fantee</i> , <i>Cambray</i> or <i>Chandler</i>	Elder Dempster Elder Dempster
Argentina— Buenos Aires..... Buenos Aires.....	August 10-15 Monthly	<i>Fort Columbia</i>	Furness Withy Montreal Shipping
Australia— Melbourne..... Adelaide.....	July 20-27	<i>Empire Abercon</i>	M.A.N.Z. Line
Brisbane..... Sydney..... Geelong.....	July 20-27	<i>City of Derby</i>	M.A.N.Z. Line
Sydney..... Melbourne.....	July 29—August 2	<i>Trewellard</i>	M.A.N.Z. Line
Brazil— Rio de Janeiro..... Santos.....	August 20-25 Monthly	<i>Fort Columbia</i>	Furness Withy Montreal Shipping
Newfoundland— St. John's..... Corner Brook	July 23-28 July 27-29	<i>Fort Amherst</i> <i>Surewater</i>	Furness Withy Clarke Steamships
New Zealand— Auckland..... Wellington.....	August 9-14	<i>Samleven</i>	M.A.N.Z. Line
Auckland..... Wellington..... Lyttleton..... Dunedin.....	August 26-31	<i>Kaikoura</i>	M.A.N.Z. Line
United Kingdom— Avonmouth.....	July 28	<i>Delilian</i>	Cunard White Star
Bristol	August 1-4	<i>Gloucester City</i>	Furness Withy
Liverpool..... Liverpool..... Liverpool.....	July 27 July 30—August 4 August 29	<i>Cavina</i> <i>Beaverford</i> <i>Beaverburn</i>	Cunard White Star Canadian Pacific Canadian Pacific

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Agents
United Kingdom—			
London.....	July 20-24	<i>Beaverglen</i>	Canadian Pacific
London.....	August 25	<i>Beaverdell</i>	Canadian Pacific
London.....	August 29	<i>Beaverglen</i>	Canadian Pacific
Manchester.....	July 23-26	<i>Man. Progress</i>	Furness Withy
Manchester.....	August 8	<i>Man. Commerce</i>	Furness Withy
Uruguay—			
Montevideo.....	August 20-25	<i>Fort Columbia</i>	Furness Withy
Montevideo.....	Monthly	.....	Montreal Shipping
West Indies—			
Antigua.....	July 18-27	<i>Alcoa Planter</i>	Alcoa Steamships
Antigua.....	July 29—August 6	* <i>Alcoa Pegasus</i>	Alcoa Steamships
Antigua.....	August 4	<i>Colborne</i>	Canadian National
Antigua.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Antigua.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships
Antigua.....	August 20-23	* <i>Sutherland Park</i>	Canadian National
Antigua.....	September 9-13	* <i>Chomedy</i>	Canadian National
Barbados.....	July 18-27	<i>Alcoa Planter</i>	Alcoa Steamships
Barbados.....	July 29—August 6	* <i>Alcoa Pegasus</i>	Alcoa Steamships
Barbados.....	August 1-13	<i>Cartier Park</i>	Canadian National
Barbados.....	August 4-10	* <i>Colborne</i>	Canadian National
Barbados.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Barbados.....	August 12-15	* <i>Lorne Park</i>	Canadian National
Barbados.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships
Barbados.....	August 20-23	* <i>Sutherland Park</i>	Canadian National
Barbados.....	September 9-13	* <i>Chomedy</i>	Canadian National
Bermuda.....	July 18-27	<i>Alcoa Planter</i>	Alcoa Steamships
Bermuda.....	July 25	* <i>Canadian Observer</i>	Canadian National
Bermuda.....	July 29—August 6	* <i>Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	August 2	* <i>Cathcart</i>	Canadian National
Bermuda.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Bermuda.....	August 12	<i>Maisonneuve Park</i>	Canadian National
Bermuda.....	August 15	<i>Connector</i>	Canadian National
Bermuda.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships
Bermuda.....	August 27	* <i>Cavelier</i>	Canadian National
Bermuda.....	September 10	* <i>Canadian Observer</i>	Canadian National
Bermuda.....	September 26	* <i>Maisonneuve Park</i>	Canadian National
Br. Guiana.....	July 18-27	<i>Alcoa Planter</i>	Alcoa Steamships
Br. Guiana.....	July 29—August 6	* <i>Alcoa Pegasus</i>	Alcoa Steamships
Br. Guiana.....	August 1-3	<i>Cartier Park</i>	Canadian National
Br. Guiana.....	August 4-10	* <i>Colborne</i>	Canadian National
Br. Guiana.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Br. Guiana.....	August 12-15	* <i>Lorne Park</i>	Canadian National
Br. Guiana.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships
Br. Guiana.....	August 20-23	* <i>Sutherland Park</i>	Canadian National
Br. Guiana.....	September 9-13	* <i>Chomedy</i>	Canadian National
Dominica.....	August 4-10	* <i>Colborne</i>	Canadian National
Dominica.....	August 20-23	* <i>Sutherland Park</i>	Canadian National
Dominica.....	September 9-13	* <i>Chomedy</i>	Canadian National
Grenada.....	July 18-27	<i>Alcoa Planter</i>	Alcoa Steamships
Grenada.....	July 29—August 6	* <i>Alcoa Pegasus</i>	Alcoa Steamships
Grenada.....	August 4-10	* <i>Colborne</i>	Canadian National
Grenada.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Grenada.....	August 18-26	<i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	August 20-23	* <i>Sutherland Park</i>	Canadian National
Grenada.....	August 28-29	<i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	September 9-13	* <i>Chomedy</i>	Canadian National
Jamaica.....	August 2	* <i>Cathcart</i>	Canadian National
Jamaica.....	August 12	<i>Maisonneuve Park</i>	Canadian National
Jamaica.....	August 27	* <i>Cavelier</i>	Canadian National
Jamaica.....	September 10	* <i>Canadian Observer</i>	Canadian National
Jamaica.....	September 26	* <i>Maisonneuve Park</i>	Canadian National
Montserrat.....	August 1-3	* <i>Cartier Park</i>	Canadian National
Montserrat.....	August 12-15	* <i>Lorne Park</i>	Canadian National
Montserrat.....	September 9-13	* <i>Chomedy</i>	Canadian National

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Agents
West Indies—			
Nassau.....	July 25	<i>*Canadian Observer</i>	Canadian National
Nassau.....	August 2	<i>*Cathcart</i>	Canadian National
Nassau.....	August 12	<i>Maisonneuve Park</i>	Canadian National
Nassau.....	August 15	<i>Connector</i>	Canadian National
Nassau.....	August 27	<i>*Cavelier</i>	Canadian National
Nassau.....	September 10	<i>*Canadian Observer</i>	Canadian National
Nassau.....	September 26	<i>Maisonneuve Park</i>	Canadian National
St. Kitts.....	July 18-27	<i>Alcoa Planter</i>	Alcoa Steamships
St. Kitts.....	July 29—August 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
St. Kitts.....	August 4-10	<i>*Colborne</i>	Canadian National
St. Kitts.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
St. Kitts.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
St. Kitts.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
St. Kitts.....	September 9-13	<i>*Chomedy</i>	Canadian National
St. Lucia.....	July 18-27	<i>Alcoa Planter</i>	Alcoa Steamships
St. Lucia.....	July 29—August 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	August 1-3	<i>*Cartier Park</i>	Canadian National
St. Lucia.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
St. Lucia.....	August 12-15	<i>*Lorne Park</i>	Canadian National
St. Lucia.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
St. Lucia.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
St. Lucia.....	September 9-13	<i>*Chomedy</i>	Canadian National
St. Vincent.....	July 18-27	<i>Alcoa Planter</i>	Alcoa Steamships
St. Vincent.....	July 29—August 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
St. Vincent.....	August 1-3	<i>*Cartier Park</i>	Canadian National
St. Vincent.....	August 8	<i>Alcoa Pennant</i>	Alcoa Steamships
St. Vincent.....	August 12-15	<i>*Colborne</i>	Canadian National
St. Vincent.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
St. Vincent.....	September 9-13	<i>*Chomedy</i>	Canadian National
Trinidad.....	July 18-27	<i>Alcoa Planter</i>	Alcoa Steamships
Trinidad.....	July 29—August 6	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	August 1-3	<i>Cartier Park.</i>	Canadian National
Trinidad.....	August 4-10	<i>Colborne</i>	Canadian National
Trinidad.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Trinidad.....	August 12-15	<i>Lorne Park</i>	Canadian National
Trinidad.....	August 18-26	<i>Alcoa Partner</i>	Alcoa Steamships
Trinidad.....	August 20-23	<i>Sutherland Park</i>	Canadian National
Trinidad.....	September 9-13	<i>Chomedy</i>	Canadian National

Foreign Trade Service

The function of the Foreign Trade Service is the maintenance and promotion of Canadian external trade. It consists of six divisions, each administered by a Director. These Divisions are: Trade Commissioner Service, Export Division, Import Division, Wheat and Grain Division, Commercial Relations and Foreign Tariffs Division, Industrial Development Division, and Trade Publicity Division.

Organization and Functions

Trade Commissioner Service.—Consists of headquarters at Ottawa and offices in various British and foreign countries administered by Trade Commissioners. The Director has charge of the work of the Service at home and abroad. The headquarters staff includes a group of officials, in charge of area desks, who record and supply information and handle general inquiries regarding trade with particular countries or geographic areas.

Trade Commissioners promote Canada's trade by obtaining and forwarding inquiries for Canadian goods from importers in their territories to headquarters at Ottawa and to Canadian exporters; by reporting upon import requirements in their territories, the types of goods wanted, competitions to be met, methods of packing and shipping, tariffs and trade regulations affecting these goods, etc. They also assist Canadian importers.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that they are normally required to obtain United States dollars, and to sell these to the Foreign Exchange Control Board in respect of shipments to countries in non-sterling areas. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations July 6	Nominals Quotation July 15
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2450	.2466
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	Off.	.0606	.0606
		Free	.0518	.0518
Chile.....	Peso	Off.	.0517	.0517
		Export	.0409	.0400
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2084
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3760	.3770
Netherlands East Indies.....	Florin	....	.3770	.3770
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.0916	.0916
Spain.....	Peseta	....	.0916	.0702
Straits Settlements.....	Dollar	....	.4702	.2385
Sweden.....	Krona	....	.2385	.2325
Switzerland.....	Franc	....	.2325	.0077
Turkey.....	Piastre	....	.0077	4.0300
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	1.0000
United States.....	Dollar	....	1.0000	.6583
Uruguay.....	Peso	Controlled	.6583	.5629
		Uncontrolled	.5629	.2985
Venezuela.....	Bolivar	....	.2985	

CANADIAN GOVERNMENT TRADE COMMISSIONERS

The title, **Canadian Government Trade Commissioner**, should be used in addresses of letters, except where otherwise indicated. Cable address, *Canadian*, unless otherwise shown.

Argentina

J. C. DEFOCAS, Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).
Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, 44 Queen Street, Melbourne, C.I.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.
Sydney: C. M. CROFT, Commercial Counsellor. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrópole, 7th Floor, Av. Presidente Wilson 165.

British India

PAUL SYKES. Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.
Territory includes Burma and Ceylon.

British Malaya

Canadian Commercial Agent. Address for letters—% Chartered Bank of India, Australia and China, Singapore, Straits Settlements.
Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India. *Cable address, Wilding, Chartered Bank, Singapore.*

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.
Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.
Territory includes the Bahamas and British Honduras.

Chile

Acting Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Ltd. Building.
Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Of. No. 523.
Territory includes Republic of Panama, the Canal Zone, Nicaragua, and Costa Rica.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.
Territory includes Haiti, the Dominican Republic, and Puerto Rico.

Egypt

RICHARD GREW. Address for letter—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.
Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris. Territory includes Switzerland.
J. H. TREMBLAY, Commercial Secretary (Agriculture). Office—3 rue Scribe, Paris.
Territory includes Belgium, the Netherlands, and Denmark.

Hong Kong

Acting Trade Commissioner. Address for letters—% Passenger Department, Canadian Pacific Railway Company.

Ireland

E. L. MCCOLL, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

CANADIAN GOVERNMENT TRADE COMMISSIONERS—*Concluded*

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Territory includes Guatemala, Honduras, and Salvador.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE. Address for letters—P.O. Box 33, Auckland. Office—Yorkshire House, Shortland Street.

Territory includes Fiji and Western Samoa.

Norway

S. G. MacDonald, Commercial Secretary, Canadian Legation to Norway, Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Orange Free State, the Rhodesias, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, Cantracom.

Cape Town: Trade Commissioner. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province and Southwest Africa, Natal, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, Cantracom.

Until further notice, trade inquiries should be addressed to the Johannesburg office.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland. *Cable address, Canadian Stockholm.*

United Kingdom

London: A. E. BRYAN, Chief Trade Commissioner in the United Kingdom, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: H. L. E. PRIESTMAN, Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England and East Anglia.

Cable address, Sleighing, London.

London: W. B. GORNALL, Fruit Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucum.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy Annex, 1771 N Street N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—% Royal Bank of Canada, Caracas.

Territory includes Netherlands West Indies.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, JULY 27, 1946

Canada's Canned Fish Pack Now Allocated For Current Year

Estimates amount to 165,000,000 pounds of which this country gets 37,500,000—Fish Committee of International Emergency Food Council provides 30,000,000 pounds for UNRRA—Salmon and Herring for U.K.

By H. A. Gilbert, Export Division, Foreign Trade Service

Allocations of Canada's canned fish pack, amounting to an estimated 165,000,000 pounds for the twelve months ending June 30, 1947, have been made by the Fish Committee of the International Emergency Food Council. Announcement is made that, of the canned fish available for distribution during this period, 37,500,000 pounds have been allocated for consumption in Canada and 71,500,000 for consumption in Great Britain. Of the balance, 30,000,000 pounds is allocated to the United Nations Relief and Rehabilitation Administration. British Dominions, Colonies and Dependencies will receive 18,000,000 pounds. Allocations for the United States amount to 3,500,000 pounds; France, 2,100,000 pounds; Eire, 700,000 pounds; and Belgium, 500,000 pounds. A total of 1,200,000 pounds will be available for exportation to other countries.

Salmon and Herring for U.K.

The British Government has entered into an agreement with a producer organization for the supply of salmon and herring. Canned pilchards may be included in these contracts, should this particular species of fish become available.

Exports to British Dominions, Colonies and Dependencies, which are known as the London Food Council Areas, include salmon, herring, sardines and pilchards. The manner in which the total allocation will be apportioned to each specific country will remain the responsibility of import control authorities, and will probably be based on the past performance of those importers who are agents of Canadian exporters.

Export permits will be granted on a "first come first served" basis, so long as the applicant has an import licence issued by the importing country, and provided he can establish to the satisfaction of the Government that the canned fish shown on his application is available for export.

The possibility of increasing allocations of fish to certain of the London Food Council territories is being investigated, conversations to this end between Canada and the United Kingdom being under way at the present time. Consideration is also being given to the possible shipment of species of fish other than those mentioned. Further information will be made available on this subject when a decision has been reached.

Specialized Types for U.S.A.

The allocation of canned fish to the United States consists only of specialized types, such as lobster, kippered snacks, clams and mussels, tomalli and other fish pastes. Restriction of the allocation to these types was made at the request of United States authorities. Export permits will be granted to any registered exporter, providing the applicant has the canned fish on hand at the time his application is submitted or, as in the case of the British Dominions and Colonies, evidence can be produced that the fish has been sold to him for export. This policy has been found necessary to prevent any portion of the amount allocated being tied up by an exporter who, having received an export permit, is unable to procure the necessary supplies.

Allocation Made for Relief

The allocation of 30,000,000 pounds to the United Nations Relief and Rehabilitation Administration will comprise 22,000,000 pounds of West Coast herring and 8,000,000 pounds of East Coast fish, consisting of canned groundfish, herring and mackerel.

This fish will be purchased by the Canadian Commercial Corporation on behalf of UNRRA. However, since UNRRA has requested that it be relieved of its canned fish commitments, if this can be arranged by mutual agreement with the supplying countries, the Canadian fish so allocated is available for distribution elsewhere. UNRRA has informed the Canadian Government that it considers itself obligated to purchase this allocation of 30 million pounds of canned fish, and will do so if no other markets can be found.

At the request of the French and Belgian Governments, the canned fish allocated to them will be purchased by the Canadian Commercial Corporation. It will consist of canned salmon and lobster.

Eire Would Prefer Salmon

The Department of Trade and Commerce has been advised that Eire would prefer to purchase the amount of her allocation in the form of canned salmon. Should the pack of this type of fish prove as large or larger than estimated, every effort will be made to meet the request. However, arrangements may be made with Eire to furnish her with another type of fish.

The allocation of 1,200,000 pounds for export to other countries has been provided primarily for the maintenance of old markets and the development of new outlets, and consists of groundfish, lobster, mackerel, herring and sardines. It is recognized that this amount is relatively small for the purpose. However, further quantities of "relief-type" fish may be available when a decision has been reached concerning the allocation for UNRRA. Exports under this allocation are restricted to Latin America, non-British territories in Africa and Asia, and European countries other than Belgium and France. In the case of countries receiving relief, the concurrence of UNRRA must be obtained before shipments thereto are made.

Assistance Available to Exporters

Exporters requiring assistance in locating new markets should communicate directly with the Canadian Trade Commissioners in the territories mentioned, or with the Export Division, Department of Trade and Commerce, Ottawa.

In accordance with P.C.2751, dated April 17, 1945, all distributors of canned fish must register with the Canned Fish Administration, Department of Fisheries. Applications for permits to export West Coast canned fish should be submitted to the Canned Fish Allocation Office, Department

of Fisheries, Vancouver, B.C., while those for East Coast canned fish should be submitted to the Canned Fish Allocation Officer, Department of Fisheries, Halifax, N.S.

Exporters are advised that they may obtain inspection for quality and grade from the Department of Fisheries for a nominal charge. Applications for inspection should be submitted to the Department of Fisheries, Ottawa, or to the Canned Fish Inspection Laboratories in Halifax or Vancouver.

London Food Council Allocations

<i>Dominions</i>	Salmon	Herring	Pilchards
	Net Tons	(2,240 lb.)	Sardines
Australia	2,733	123	604
New Zealand .....	..	..	..
*South Africa	333	90	77
Southern Rhodesia	92	45	48
India	271	145	158
India Canteens	32	..	12
Burma	16	..	..
Total	3,477	403	899
<i>Colonies, Etc.</i>			
Ceylon	33	..	22
Falkland Islands	1	..	..
Gambia .....	..	1	2
Gibraltar	29	..	..
Gold Coast	156	38	80
Kenya	8	2½	8
Malta	125	..	..
Mauritius	84	50	..
Nigeria	18	2	..
Nyasaland	7	8	3
Northern Rhodesia	5	..	2
St. Helena and Ascension	3	1	1
Seychelles	2½	1½	2½
Sierra Leone	25	..	5
Tanganyika	3	..	..
Egypt	20	40	40
Iraq	3	..	10½
Palestine	301	24	..
Sudan	33	..	20
Transjordan	10	..	..
British Borneo .....	..	..	50
Hong Kong	58	20	..
Fiji	23	22	22
New Hebrides	9	8	8
Gilbert and Ellice	10½	6½	..
Tonga	13	11	13
British Solomons	2½	2½	¾
West Samoa .....	..	38	37
Niue .....	..	¼	..
Total	982½	276	327
<i>Caribbean Colonies</i>			
Bahamas	123	63	69
Bermuda	50	25	40
Barbados	92	35	60
British Guiana	45	75	30
British Honduras	4	2	8
Jamaica	212	225	60
Leeward Islands	11	5	5
Trinidad	122	168	75
Windward Islands, Grenada	15	15	15
Dominica	1½	1½	1½
St. Vincent	3	..	3
St. Lucia	7	2	10
Total	685½	616½	376½
Total for Caribbean Colonies	685½	616½	376½
Total for Dominions	3,477	403	899
Total for other Territories	982½	276	327
Grand Total	5,144¾	1,295½	1,602½

*To be purchased or bulk purchased by the Government of South Africa.

Algerian Agriculture Accounts For Big Part of Production

Subsequent chapters in this "Market Survey of Algeria" will deal with Mining, Industry, Power, Pre-war Foreign Trade, Transportation and Canadian Commercial Prospects.

II

By J. P. Manion, Canadian Trade Commissioner

Agriculture accounts for practically the whole of Algerian production, and may be counted on to do so for many years to come. It is therefore important to study the basis of this economy, and determine to what extent derivative industries may be set up at some later stage, which will affect the natural economy of the country.

There are of course other products which are of some importance to Algeria from the point of view of her international trade. Iron ores and phosphate production are the chief of these, and there are also such lesser products as cork, alfa or esparto grass, vegetable horsehair, and a few minor products such as barytes, lead, zinc, and kieselghur, all of which will be discussed in a later chapter. Cork, alfa, and "crin vegetal", however, fall naturally into this section, since most of these products are derived from farm or "colonized" land.

In normal years, Algeria depends almost entirely on her exports of wine for the accumulation of foreign credits allowing her to buy abroad. During the war, however, she was cut off from the chief market, France, so effectively that her normal production of about 300,000,000 gallons per year was of no benefit to her. This situation has continued since the war, due to the unavailability of shipping, and due also to the shortage of casks, which has prevented the utilization of any spare space which might have been available on the normal merchantman.

Imports Little Foreign Food

The second factor of prime importance is that under normal circumstances Algeria imports few foreign food products, and even manages to export more than enough to cover her normal requirements in imported food. Thus her cereal production is generally adequate to permit some exportation to France, and she has in addition the dates, figs and early vegetables (and some olive oil) which allow her to import dairy products, sugar, tea, coffee, and some few other essentials from abroad. Now in this case also the situation has greatly deteriorated in recent years as a result of cumulative drought conditions, resulting in 1945 in the worst crop failure in years. This same drought affected the live-stock situation in almost equal proportions, and has generally demoralized the native population, if not the European colonist.

In the consideration of large scale production in Algeria it is interesting to have some indication as to the number of agricultural implements and machines at present available in the country. Fortunately, a census of usable machinery was made in January, 1944, and the results should be highly significant. The following figures would be valueless without some indication as to the number of acres to be worked with them, but this figure must be arrived at by estimation. There are about 8,000,000 acres of land sown in field crops, but since the natives own 80 per cent of this land, and in most cases do not own any agricultural machinery, a large proportion of the machines listed below are used on only 1,600,000 acres of land.

Agricultural Machines Employed

	Number
Grain drills	4,500
Fertilizer distributors	2,400
Mouldboard plows, tractor-drawn	4,700
Disc ploughs	2,700
Disc harrows, tractor-drawn	1,400
Harvester-threshers	665
Binders	12,000
Mowers	6,750
Rakes	7,100
Push-headers	3,480
Wheel tractors	1,650
Tracked tractors	3,555

Most of this machinery is in very bad shape, however, due to the inadequacy of imports during the last few years. The import program for 1946 is intended to partially remedy the situation, as may be seen from the following table. (It must be realized that the program figures for 1946 depend on the availability of foreign exchange for fulfilment.)

Imports of Farm Machinery Into Algeria

	1937	1939	1940	1942	1946 Program
		(Figures in Metric Tons)			
Tillage machinery	199	161	91	168	1,460
Harvest machinery	587	932	373	306	1,142
Other equipment	1,311	1,339	832	712	450
Repair parts	1,104	1,781	1,173	933	455

Note—The figures in the above table come from two different sources, and the classifications may not entirely coincide as between past figures and program figures for 1946.

The import figures for 1946 do not tell the entire story with respect to planned development in agriculture. Other factors enter into the situation, and although accurate data are not available, it may be well to examine these factors before proceeding to a detailed examination of production figures.

Problems of Retaining or Procuring Water

Irrigation policy is a question greatly discussed in Algeria. In actual fact there are two problems connected with the obtaining of water for agricultural purposes. In the areas close to the mountains, the problem is that of the catchment of surface water coming from mountain streams, and its proper distribution among the farmers. But in the desert areas the problem is that of drawing water from the subsoil and providing for its distribution.

In the latter instance, the Berbers have had immemorial methods of drawing water, methods still in existence and still permitting the isolated life of far-away oases. But farther north, nearer the mountain ranges, where the soil could be made to produce, there are only isolated instances of intensive modern methods of finding water. One finds around Tolga and Biskra large date palm areas almost wholly created within a generation through modern attempts to obtain artesian water. But for miles on either side, where geological conditions appear identical, and where the soil is no worse, there is nothing but desert with a few grazing sheep, and wandering nomads with their camels and their donkeys. No attempt has been made at deep-well boring on the oil well principle, nor have all artesian sources been tapped.

The problem in other areas is more one of control than of discovery. There are eleven major storage dams, and several more are planned or are in the process of construction. But none of these dams appears to be supported by secondary dams to regulate the flow into the storage basins and to prevent erosion. In this country of deep gulches, somewhat

similar in aspect to the country surrounding the southern arm of the Saskatchewan River, in which rain, when it comes, is of a torrential nature, everything is washed into these coulees at flood-time. In order to prevent massive erosion, it would be necessary to have a small dam perhaps every mile or so to catch the eroded soil and perhaps to furnish subsidiary irrigation streams. Instead of that, the water comes pouring into the major dam, bringing the soil with it. In one particular storage basin, which has a catchment area of 80,000 hectares, 23 million cubic metres of top-soil deposit has accumulated in the period from 1932 to 1944. This is equivalent to 7.5 mm. of topsoil from the whole of the catchment area. Thus it would appear from what has been observed, and from the facts that have been made available, that the major part of the work remains to be done. Due to the lack of funds, however, considerable time will likely elapse before an "all-out" irrigation plan can be implemented.

Production Cut by Drought

It has already been indicated that the year 1945 was one of great scarcity due to cumulative drought conditions. How seriously production was affected cannot be visualized without using comparative statistics. The following table illustrating Algerian cereal production will give some idea of the magnitude of the problem.

Cereal Production			
	1934-38 Average	1942 or 1943 as Available	1945 Estimate
All Figures in Metric Tons			
Hard wheat	637,122	500,000	235,000
Soft wheat	315,351	280,000	82,000
Barley	704,072	750,000	155,000
Oats	150,155	180,000	58,000
Others	11,553	6,384	3,000
Total (approx.)	1,918,000	1,716,000	533,000
Requirements for food, feed, and seed			1,484,000
Deficit, crop year 1945-46			951,000

The above table is startling in its implications, since it shows that Algeria, which is normally capable of exporting some 400,000 tons of cereals, and still retain more than its minimum requirements, requires this year considerably more than double that amount from foreign sources. This requirement, incidentally, coupled with inability to export wine, reduces to a tremendous degree the foreign currency available for reconstruction and for consumer goods.

Accurate figures with respect to the remainder of Algerian agricultural production are more difficult to obtain, and estimates with respect to 1945 conditions will be treated as tentative appraisals in the following table of agricultural production other than cereals.

Production of Non-Cereals			
	1934-38 Average	1942 or 1943 as Available	1945 Observations
In Metric Tons Unless Otherwise Indicated			
Dry legumes	31,044	26,420	Bad crop
Forage crops	333,156	126,883	Practically nil
Oil seeds	113	902	Unknown
Potatoes	118,357	84,189	Bad crop
Olive oil	11,508	16,000	Acute shortage
Figs	40,319	42,890	Reasonable crop
Dates	37,261	40,523	Good crop
Citrus fruit	85,052	137,149	Number of trees planted has tripled in five years, and although not all in production, output is increasing. About 11,000,000 hcls. Stocks very high, despite large amount turned into alcohol for fuel.
Wine (hectolitres) ..	17,878,678	8,700,000	

Continued on Page 135

Import and Exchange Controls Retained in New Zealand

Purchases from countries in sterling area favoured—Full protection provided for home industries—Economic structure of country changed—Severe shortage of female labour—Heavy imports needed to meet deficiencies.

By C. Blair Birkett, Recently Returned as Trade Commissioner at Auckland

Import and exchange controls still function in New Zealand, this instrument being operated to maintain a close watch on the expenditure of her funds in other countries. This applies particularly to Canadian and United States dollars, which are still in short supply and must be drawn from London. Purchases from Canada and the United States are approved only when the goods concerned are considered essential to the health and economy of the Dominion, and only when such commodities are unobtainable or in short supply in the sterling area. When such approval is granted, it is worthy of note that first consideration is given to nations of the British Commonwealth. This means Canada and a few island possessions of Great Britain in which the dollar is the monetary unit.

The New Zealand Government has used import controls to favour products of the United Kingdom. Even to-day, an importer making application for a licence to import from a "dollar" country is required to produce evidence that such goods are not available from a "sterling" source.

Full Protection for Home Industry

Almost hundred per cent protection is provided by this policy for any domestic industry capable of manufacturing commodities for which the raw or semi-raw materials are available, whether these are indigenous to the Dominion or imported. The cumulative result had been the development of many small, light industries. They are, with some measure of success, turning out articles of manufacture, which are tolerably received by the public in the complete absence of equivalent commodities formerly obtained from other countries. On the whole, the prices of such articles are high, and the quality is below the standard of those previously imported.

Import and exchange controls have changed appreciably the economic structure of New Zealand. The policy has been used to the fullest extent in building up a record balance of sterling exchange in London, now amounting to £85,000,000. It is also used to conserve its dollar exchange, commensurate with minimum standards of health and economy. Such controls are likewise employed to develop and expand the secondary industries of New Zealand. The result is a sound financial position, but associated with expensive subsidies, very high taxation, many makeshift articles in common use, and an irksome lack of many things so necessary in maintaining a high standard of living, full employment and greater enjoyment of life.

Shortage of Female Labour

With regard to employment, this restriction on overseas trade and the encouragement of light industries, requiring mostly female labour, has seriously disturbed the balance of labour. For instance, the manufacture of cigarettes, clothing, shirts, women's dresses, electrical appliances, processed goods, fancy goods, leather goods and various soft goods, which involves the employment of many young women and girls, is presently suffering from short production. Firms are using every artifice and offering every inducement, regardless of cost, to secure the necessary number of females. As a result, all these businesses are short of personnel, and males offering their services cannot find full employment. Furthermore, hospitals are short of nurses, domestic help is almost unobtainable and employers find themselves seriously short of female office staff.

Needless to say, there is much opposition to the control policy among members of the importing community and the consuming public. It is the general opinion in New Zealand that the time is not far distant when a more liberal policy of control must be adopted. The latest import schedule, that for 1946, contains many concessions. But they are not of great account in the aggregate, and in many instances provisions refer to items in very short supply overseas.

Hardware and Building Trade

Allocations granted for the importation of carpenters' tools, building hardware and the total prohibition of household equipment, such as baths, sinks, cooking appliances, where there are domestic manufacturers of such lines, is giving serious concern to the builders attempting to carry on the extensive construction program.

Engineering, Machinery and Allied Trades

The effect of seven years of import controls, plus the shortage of materials during the war, has presented many engineering enterprises with a serious problem. Much machinery needs repairing or replacement. Most of the engineers' supplies are on the "control" list, and import licences are grudgingly given. Typical items for which the allocations made are regarded as insufficient are lawn-mowers, carpet sweepers, vacuum sweepers, etc.

Import Quotas Set for Motor Vehicles

In February of this year, the New Zealand Minister of Customs announced that the allocation of automobile imports from the United Kingdom was to be increased, and that provision be made for imports of motor vehicles from Canada and the United States. The quotas set for Canada and the United States provide for the importation in 1946 of 50 per cent of the 1938 import value of unassembled commercial chassis, 35 per cent of the 1938 import value of unassembled passenger cars, and 25 per cent of the 1938 import value of assembled cars.

Oil and Colour Merchants Trade

All requirements of mixed paints are produced locally; thus imports are prohibited. A serious shortage exists in certain ingredients, such as white lead and zinc oxide. The allocations for wallpapers for 1946, 150 per cent of the value granted in 1941, works out at present prices and freights at about 82 per cent of the quantity imported in that year. This is far short of requirements in view of the housing program and renovations necessary.

Foodstuffs Trade

The majority of foodstuffs are still totally prohibited. Little hardship is experienced in this trade, owing to New Zealand's capacity to produce and process all foods necessary to maintain a good standard of health. There is a strong desire, however, again to import tinned salmon, sardines and other lines now regarded as luxuries.

Soft Goods Trade

Owing to the general shortage of piece-goods from supplying countries, the allocation for 1946—some 25 per cent less than for 1945—is generally regarded as satisfactory. This also applies to draperies and hangings, etc. In silk and artificial silk stockings, dissatisfaction is felt, since local production from imported materials is by no means yet on a scale to meet even a restricted demand. There is considerable doubt whether if production will ever reach the objective.

Footwear Trade

The importation of all footwear, except children's shoes, size 0-9, has been prohibited since the beginning. The local industry, after a promising start, is now in serious difficulty. The present requirements and sales have reached 9,000 pairs per week. Owing to shortages of female labour, tanned leather, and the return to civilian life of service men and women, more shoes are now being sold than are being produced. A serious shortage, particularly in women's shoes, is immediately in sight, and no relief has been provided.

Tobacco and Cigarette Trade

To relieve an acute shortage of cigarettes, imports have been arranged to the extent of about 300,000,000 from the United Kingdom and Canada. The continuing dearth of female labour is mainly responsible for reduced local production.

Drugs and Chemical Trade

Provision is made for all reasonable import demands in this trade.

Paper Trade

In newsprint, writing and other printing paper, as well as in wrapping, no serious shortage has been experienced, except perhaps in 1943 and 1944, when the shipping position delayed expected receipts to the point of severe rationing. To-day the local production of board is much below the demand, and action to obtain supplies from abroad has been rather ineffective. Local production of kraft is increasing, necessitating lower imports. While difficulties still exist over the procurement of tissues, fruit wrappings and other fine papers, merchants and industrialists have suffered no undue shortages. Offers of boards and papers from Canada, the United Kingdom and Scandinavia, are, in present circumstances of world shortage, regarded as satisfactory. There is, of course, a distinct tendency on the part of the New Zealand authorities to return to Britain and Sweden for the great percentage of writing papers, parchment and board.

Heavy Imports to Meet Deficiencies

New Zealand has a program of huge expenditure overseas before her, if the many deficiencies in plant and materials, equipment and consumer goods are to be made good. To this end she is husbanding her resources, and imposing as little strain as possible on the sterling area's dollar supply,

against the time when the bulk of her requirements are available from the United Kingdom. In so far as Canada and the United States are concerned, it is generally believed that New Zealand is buying all the goods she can afford from these sources. The nature of her purchases is in strict accord with her industrial policy. Recognition of New Zealand's straitened circumstances in respect of dollar funds, and her drive for more local industry, will contribute to a better understanding of the restrictions in operation. There are still some New Zealand importers and Canadian exporters alike who do not accept the fact that, in so far as dollar countries are concerned, New Zealand must be overly selective in her imports. Selection may be effected either by tariff adjustments or by direct control of imports, but the fact remains that the latter system is in force and is a permanent feature of the present administration's trade policy.

(Ed.—This is the third and last in a series of three articles on economic conditions in New Zealand, where the author was stationed for the last six years as Canadian Trade Commissioner. He is presently making a tour of Canada on behalf of trade with New Zealand, on conclusion of which he will open an office in Guatemala City.)

Marine Engines and Boilers Are Among War Assets for Sale

***Surplus equipment includes steam trawler winches, offered at one-third original cost—
Sixteen thousand shaving brushes available for export only at 25 cents each.***

Triple expansion marine engines and Yarrow water tube boilers, located at various points in Quebec and British Columbia, are among items of surplus equipment being offered for sale and possible export by the War Assets Corporation. The engines, which may be purchased for \$25,000 each, develop 2,750 I.H.P. at 180 r.p.m. The cylinder dimensions are: H.P., 18½ inches; I.P., 31½ inches; L.P., 38½ inches. They are complete with 3,300 square feet surface condensers, and have a weight of fifty-seven long tons, exclusive of thrust and condensers.

The Yarrow boilers, which may be purchased for \$12,000 each, are of the water tube, three-drum type, with a heating surface of 6,256 square feet. They are complete with oil burners, and are designed for a working pressure of 250 p.s.i.g. Their weight is twenty-six tons.

Other items of surplus equipment, additional to those mentioned in the *Commercial Intelligence Journal* of July 20, include three steam trawler winches, presently located at Vancouver, unboxed or crated. They are being offered for sale at \$2,500 each, which is approximately one-third of the original cost. These two-drum winches, of a type used on trawlers, could be used in logging operations, heavy construction or in mining. By cutting down the cylinder displacement, they can be converted to use air. Their weight is between five and six tons, and they require eight square feet of stowage space.

Another 16,600 surplus shaving brushes, located at Saskatoon, Sask., are available for export only at a quarter each.

All prices quoted by the War Assets Corporation are on an "as is, where is" basis, while offerings are subject to prior sale or withdrawal. Applications should be submitted to the Export Sales Division, No. 4 Temporary Building, Ottawa.

Northern Ireland Urged to Restore Pig Production

British agricultural policy includes development of live-stock industry—High-quality potato shipments show heavy increase—Number of dairy cattle in province higher—Farmers face tire shortage.

By E. L. McColl, Canadian Trade Commissioner

Belfast, July 5, 1946.—Restoration of pig production in Northern Ireland is considered by the Minister of Agriculture as the most immediate requirement of that territory. The long-term agricultural policy of the British Government, announced during 1945, applies to all the United Kingdom. In return for assured markets and guaranteed prices, it imposes upon farmers the responsibility for efficient and economical production, marketing and distribution of their crops. It also calls for the improvement and development of the live-stock industry, which includes pig production.

Agriculture during 1945 enjoyed a larger measure of success than in the two preceding years, due largely to the improved quality of the crops and the reduced costs of harvesting. Weather during the harvesting period was the best since 1939. Frost in May, however, did serious damage to crops of early potatoes, and was also responsible for the almost complete failure of the apple crop. Soft fruits and plums were also affected, and yields were greatly reduced as a result. Although the hay crop suffered, owing to the poor growing season, it was saved under favourable harvesting conditions, so that it made up in quality and feeding value for what it lacked in quantity.

Flax Prices Fixed for 1946

In 1945, a total of 80,000 acres of flax were grown, as compared with 124,000 acres in 1944. The crop was saved under ideal conditions, and in such good time that it did not interfere with the start of the grain harvest. In the autumn, it was announced that flax prices for 1946 had been fixed by the British Ministry of Supply at from 22s. 6d. to 27s. 6d. per stone, according to grade, and that there would be no acreage payment for the crop. During 1945, crop prices ranged from 26s. $\frac{1}{2}$ d. to 31s. $\frac{1}{2}$ d. per stone, according to grade, with a payment of £5 per acre.

Heavy Increase in Potato Shipments

The total area under corn crops was 473,701 acres, as compared with 474,285 acres in 1944, while the potato acreage fell from 198,151 in 1944 to 189,733 in the year under review. Shipments of ware potatoes to Great Britain and the Continent for the calendar year amounted to approximately 127,000 tons. The expansion in production of high-quality Northern Ireland seed potatoes continued in 1945, when shipments amounted to about 76,000 tons as compared with some 18,000 tons in 1939. Northern Ireland seed has gained a high reputation for quality in more than twenty-one countries, and the demand at present is much greater than the supply.

The number of dairy cattle in the country increased to 346,518 from 339,122 in the previous year, and there was a substantial rise in milk production.

The Ministry of Agriculture continued to be the sole purchaser of all rye grass seed grown in the Province, which continues to be the main source of supply of grass seed for the United Kingdom.

The cessation of Lend-Lease supplies from the United States had the effect of slowing down the mechanization of the agricultural industry by reducing the number of tractors available. Shortage of tires for all classes of machinery, vehicles and implements was one of the greatest difficulties with which farmers had to contend during the year.

Living Costs in United States Are One-Third Higher Since 1939

Food prices obtained in fifty-six cities by Bureau of Labour Statistics—Retail prices doubled between 1914 and 1920—Acute shortage of meat in some cities—Increased sales through black market—Dried fruits head Washington rise.

By B. J. Bachand, Assistant Commercial Secretary, Canadian Embassy

Washington, D.C., July 10, 1946.—Living costs for American families of moderate means and resident in large cities have advanced one-third since the outbreak of the second world war in 1939, according to figures released for publication by the United States Bureau of Labor Statistics. This increase has followed a steady pattern, and has taken place during the period that wartime powers of the Office of Price Administration (OPA) were in force, and before any modification of the price-control legislation was permitted.

The "Cost of Living Index", from which this information was secured, measures changes in the cost of a constant standard of living. The normal cost of living to which the index has reference has been predetermined by the Bureau's choice of a period extending from 1935 to 1939. The group of people chosen for this comparison embraced families of urban wage-earners and clerical workers in the lower salary bracket, as they represent the average conditions of self-supporting working men's families in American society. The list of goods and services that make up the standard of family purchases is divided by the Bureau into six groups: Food; clothing; rent; fuel, electricity and ice; house furnishings; and miscellaneous items, such as carfare, automobiles, medical care, recreation, personal care, water, rent, laundry and postage.

Food Prices in Fifty-six Cities

Food prices are obtained monthly in fifty-six cities during the first four days of the week, which includes the Tuesday nearest to the fifteenth day of the month. Prices of clothing, house furnishings, miscellaneous goods and services are obtained in thirty-four large cities in March, June, September and December. During the intervening months, prices are obtained in twenty-one or thirty-four cities for a shorter list of goods and services. Rents are surveyed semi-annually in most of the thirty-four cities in March and September, or in June and December. Prices for fuel, electricity and ice are collected monthly in thirty-four large cities.

The following table shows the consumers' price index for moderate-income families for specified dates by group indexes and percentage changes. (Indexes for 1935-39 are 100).

Consumers' Price Index Figures

	May 1946	April 1946	May 1945	May 1943	Jan. 1941	Aug. 1939
All items	131.5	130.9	128.1	125.1	100.8	98.6
Food	142.6	141.7	138.8	143.0	97.6	93.5
Clothing	155.4	154.3	144.6	127.9	101.2	100.3
Rent				108.0	105.0	104.3
Fuel, electricity and ice.....	110.3	110.4	110.0	107.6	100.8	97.5
House furnishings	152.4	151.3	145.4	125.1	100.2	100.6
Miscellaneous	126.3	126.0	123.9	115.3	101.8	100.4

Percentage Change to May, 1946

		0.5	2.7	5.1	30.5	33.4
All items .....	....	0.6	2.7	0.3	46.1	52.5
Food .....	....	0.7	7.5	21.5	53.6	54.9
Clothing .....	....			0.4	3.2	3.9
Rent .....	....	0.1	0.3	2.5	9.4	13.1
Fuel, electricity and ice .....	....	0.7	4.8	21.8	52.1	51.5
House furnishings .....	....	0.2	1.9	9.5	24.1	25.8
Miscellaneous .....	....				

The following table sets forth the retail food prices for specific dates by group indexes and percentage changes. (Indexes for 1935-39 are 100).

Retail Food Price Index Figures

	May 14 1946	Apr. 16 1946	May 15 1945	May 18 1943	Jan. 14 1941	Aug. 15 1939
All foods	142.6	141.7	138.8	143.0	97.8	93.5
Cereals and bakery products...	115.2	113.3	109.0	107.6	94.9	93.4
Meats	133.4	132.8	131.6	138.3	101.1	95.7
Beef and veal	120.7	119.8	118.6	131.2	109.4	99.6
Pork	114.0	113.7	112.5	125.5	86.1	88.0
Lamb	138.7	138.1	135.9	141.6	98.7	98.8
Chickens	161.5	159.3	156.3	147.6	97.2	94.6
Fish, fresh and canned	218.3	221.3	218.7	200.5	118.7	99.6
Dairy products	138.6	137.4	133.5	136.9	105.1	93.1
Eggs	140.3	137.7	140.7	142.1	97.4	90.7
Fruits and vegetables	185.7	185.9	182.5	190.8	93.3	92.4
Fresh	199.6	199.8	195.0	205.8	93.4	92.8
Canned	127.8	128.7	130.2	131.1	91.4	91.6
Dried	171.9	169.5	168.5	158.0	99.6	90.3
Beverages	125.4	125.1	124.6	124.5	90.9	94.9
Fats and oils	126.1	126.1	123.9	126.3	80.3	84.5
Sugar and sweets	135.9	135.3	126.5	127.6	95.3	95.6

Percentage Change to May 14, 1946

		0.6	2.7	-0.3	45.8	52.5
All foods .....	....	1.7	5.7	7.1	21.4	23.3
Cereals and bakery products ..	....	0.5	1.4	-3.5	31.9	39.4
Meats .....	....	0.8	1.8	-8.0	10.3	21.2
Beef and veal .....	....	0.3	1.3	-9.2	32.4	29.5
Pork .....	....	0.4	2.1	-2.0	40.5	40.4
Lamb .....	....	1.4	3.3	9.4	66.2	70.7
Chickens .....	....	-1.4	-0.2	8.9	83.9	119.2
Fish, fresh and canned .....	....	0.9	3.8	1.2	31.9	48.9
Dairy products .....	....	1.9	-0.3	-1.3	44.0	54.7
Eggs .....	....	-0.1	1.8	-2.7	99.0	101.0
Fruits and vegetables .....	....	-0.1	2.4	-3.0	113.7	115.1
Fresh .....	....	-0.7	-1.8	-2.5	39.8	39.5
Canned .....	....	1.4	2.0	8.8	72.6	90.4
Dried .....	....	0.2	0.6	0.7	38.0	32.1
Beverages .....	....	0	1.8	-0.2	57.0	49.2
Fats and oils .....	....	0.4	7.4	6.5	42.6	42.2
Sugar and sweets .....	....				

Upward Trend Continues in June

The figures for June are not yet available, but these tables, based on the May survey, give sufficient indication that the upward trend in living costs will continue during the succeeding months, becoming even more accelerated should price controls be completely and definitely lifted.

The following statement is made by the Bureau of Labor Statistics, in commenting on its report for May: "Prices of living essentials for moderate income families in large cities continued to rise during the month ending May 15, 1946. Higher prices for food, clothing, house furnishings, and miscellaneous goods and services contributed to the 0.5 per cent increase, which brought the May 15 consumers' price index to 131.5 per cent of the 1935-39 average. Consumers' prices are now one-third higher than at the outset of the second world war in 1939. From the beginning of the first world war to the high point of 1920, retail prices were more than doubled.

"Since the end of the war in Japan in August, 1945, consumers' prices have increased 1.7 per cent, with clothing and house furnishings costs advancing 6.1 and 4.4 per cent respectively, while food prices have gone up 1.2 per cent. Nearly all of this rise has occurred since mid-February, 1946.

"Retail prices of goods and services used by city families are now 5.1 per cent above the level of May, 1943, when the President's 'hold-the-line' order became effective. Food prices in May, 1945, are at about the same level as in May, 1943; clothing and house furnishings costs, however, are almost 22 per cent higher. Effects of the recently announced higher ceiling prices for a number of dairy, bakery and cereal products will not be reflected in the index until June and July.

"Meats, butter, oleomargarine, shortening, bread, and some canned foods were scarce in most large cities in the United States in May. These scarcities made it impossible to obtain the usual number of food price quotations for the consumers' price index. With these scarcities there have been more reports of increased sales through black markets, which are not reflected in price reports to the Bureau.

Acute Shortage of Meat in Some Cities

"The shortages of meat were so acute that in a few cities none of the independent stores from which the Bureau regularly collects prices had any of the standard list of meat products during the pricing period. Under these conditions, the usual method of computing average prices could not be used. In order that indexes for food prices as a whole and for all commodities in combination might be published, it was assumed that meat prices were unchanged between April and June, if meat is available then.

"For the month of May this lack of meat prices has not affected the total index seriously, and the national average increase of 0.5 per cent for meat prices is a significant figure. Shortages of other products were not sufficiently acute to produce the same kind of pricing problem that was experienced in meats. Thus, the Bureau is reasonably confident in reporting that food prices as a whole advanced about 0.6 per cent over April, though a more complete coverage of stores would probably have given a slightly higher figure for meat, and hence for all foods.

"Fresh fish prices dropped 1.6 per cent, with seasonally larger supplies of lower priced varieties reaching most markets. There were further increases in the cost of bread in May, when additional cities authorized weight reductions in line with the nation's program to conserve grains. Fresh fruit and vegetable prices declined 0.1 per cent, as lower prices for green beans, cabbage, lettuce, onions and spinach offset higher prices for apples, oranges, carrots, potatoes and sweet potatoes."

Cost of Living Higher in Large Cities

The above indexes, based on periodic changes in the cost of goods and services in large cities, do not indicate whether it costs more to live

in one city than in another; they represent the average throughout the country as a whole. In many instances it is interesting to compare these figures with those of such centres as New York, Washington and San Francisco, where the cost of living has risen much higher than indicated by the indexes.

In Washington, which has the nation's third highest cost of living among large cities, after San Francisco and New York, retail clothing prices have led the way to higher prices, with a rise of 69·2 per cent since August, 1939. Food costs have gone up 51·1 per cent; house furnishings, 43·9 per cent; fuel, electricity and ice, 15·6 per cent; and miscellaneous items, such as transportation, medical care, domestic service, etc., now are 30·5 per cent higher.

Dried Fruits Head Washington Rise

Dried fruits lead the food prices in Washington, the cost of these having risen 102·8 per cent above the level in August, 1939. The average price increase on all fruits and vegetables is 84·6 per cent. Other rises in food prices, which have added to the cost of housekeeping in the District of Columbia, are: Meat, 64·3 per cent; fats and oils, 59·8 per cent; sugar and sweets, 43·4 per cent; eggs, 33·6 per cent; beverages, 28·6 per cent; dairy products, 24·6 per cent; and cereals and bakery products, 10·4 per cent.

These observations are based on surveys made of goods and services in standard demand. However, these figures fail to take into account the fact that a number of items entering into the cost of living may be purchased under black market conditions. Also, lower-priced goods may not be available at all, so that purchasers must buy higher-priced products, and at prices above those that enter into the cost-of-living indexes. These conditions, inevitable in a period of war and its aftermath, will doubtless abate as production expands.

True as this appeared to be under the former price control legislation, it is a matter of speculation as to what may happen from now on. Upon whether or not the Office of Price Administration recovers all or part of its power depends the trend that the cost-of-living index chart will show for the next few months.

S.S. Beaver Cove Joins Three New Sister Ships

Fourth in a new fleet of 10,000-ton turbo-electric cargo liners built in the United Kingdom since the conclusion of hostilities, the Canadian Pacific freighter *Beaver Cove* slid down the Fairfield Shipbuilding Co. ways at Govan, on July 16. She is expected to make her maiden voyage to Saint John, N.B., next February. Two sister ships, the *Beaverdell* and the *Beaverglen*, are now in operation, while a third, the *Beaverlake*, is due to commence her transatlantic service in September. Two other 10,000-ton cargo liners, with accommodation for passengers, were purchased as "Empire" ships, and renamed the *Beaverburn* and *Beaverford*. All five of the former "Beaver" class vessels, operating before the war between Canada and the United Kingdom were lost during the war, four by enemy action. The first *Beaverford* was engaged in a valiant contest with the German battleship *Admiral von Scheer*, in November, 1940, in company with the armed merchant cruiser, *Jervis Bay*.

Irrigation and Land Reclamation Assist Agriculture In U.S.S.R.

Development of the Hungry Steppe projected by important Kirov Scheme, requiring excavation of seventy million cubic metres—Divert Amu-Darya River back to Caspian.

By European Section, Foreign Trade Service

Provision has been made, under the new Five Year Plan for agriculture in the Soviet Union, for an increase of about 1,540,000 acres of irrigated land and 1,519,000 acres of drained land. The backbone of agricultural economy in Belorussia is the drainage of swampland and bog. Under the pre-war five year plans, some seventeen million acres of such territory were reclaimed. As a result of German occupation, the drainage system was wrecked, and the cultivated area in the Republic dropped by nearly half. It is claimed that crops will be sown this year on an area approximately two-thirds that of pre-war cultivation, and that five years will be required to restore Belorussian agriculture to its pre-war level. Priority in the land reclamation plan is given to this Republic.

Drainage of the marshlands of the Barabinsk Steppe occupies a key place in the plans for the agricultural development of Siberia. Even before the war, the Barabinsk Steppe was the most important live-stock and dairy farming area in the east, but neglect and the lack of attention to drainage work during the war years has resulted in a marked deterioration in farming in the area. The northern part of the Steppe is returning to its former marshy condition, and in the soil of the Chansk lowlands there has been an accumulation of salt.

Kirov Irrigation Scheme Outstanding

One of the most outstanding projects of Soviet planners has been the Kirov irrigation scheme for the agricultural development of the Bedpak Dala—the Hungry Steppe. This area, one and a half times the size of Belgium and Holland together, is located in Uzbekistan and Kazakhstan. Only in the spring is this otherwise lifeless area covered by light vegetation, which soon perishes owing to lack of moisture; yet the soil is fertile. Although the Decree of the plan states that the irrigation plan for the Hungry Steppe is to be completed during the next five years, it is difficult to see how such a huge scheme, which is still largely on paper, can be realized in such a relatively short time. Excavation work alone is to amount to some 70,000,000 cubic metres, and a series of large reservoirs is to be built on the Syr-Darya River, one of Central Asia's largest waterways.

The Hungry Steppe development is only part of the irrigation program to be undertaken during the five-year period. The upper Syr-Darya River waters the Ferghana Valley in Central Asia, one of the most densely populated areas in the Soviet Union, which produces nearly two-thirds of all Central Asian cotton and large crops of citrus fruits, rice and grapes. Only half of the valley's territory has been irrigated so far. The Plan provides for the restoration of this and other areas neglected during the war and for the completion of a number of projects interrupted by war-time priorities. Among the largest of these are the Kata-Kurgan reservoir on the Zeravshan River in Kazakhstan, with a total capacity of 660,000,000 cubic metres of water, and the Urta Tokai reservoir. These two reservoirs will be able to supply water for 125,000 acres of farm land.

Divert River Back to Caspian

Four centuries ago the waters of the Amu-Darya River flowed across the Kara-Kum desert into the Caspian Sea. Since then the river bed has shifted, so that it now empties into the Aral Sea. The over-all plans for Turkmenia envisage the diversion of the Amu-Darya back to the Caspian and the consequent revival of the Kara-Kum desert. As a part of this long-range scheme, the fourth Five Year Plan involves the continuation of irrigation work interrupted by the war by the construction of a 380-mile canal which will carry the surplus waters of the Amu-Karya to the southwest to augment the water resources in the basin of the Murgab and Tejen rivers. Work on the Turkmenian canal is to be started this year and, when completed, the canal is to irrigate some 500,000 acres.

The most important irrigation network in Tadzikistan is the Vakhsh Valley system, which irrigates tens of thousands of acres of cotton, the staple product of the Republic. The new plans calls for the reconstruction and extension of the Vakhsh network and the building of a large reservoir on the Isfara River.

Extensive Drainage of Marshland Planned

In Kirghizstan, with its varied climate, there is arid desert land in close proximity to marshes that never dry up. This year work is to be started on the drainage of more than 75,000 acres of marshlands.

Large irrigation projects are planned in the Transcaucasian republics. The most ambitious single construction job outlined for the Soviet Union under the new plan is the Mingechaursk hydro-electric development on the Kura River, which will be second only to the Dneiper hydro-electric station in capacity. This project will make it possible to irrigate for cotton large areas of the arid plains which stretch along both high banks of the Kura River.

In the neighbouring Republic of Georgia, irrigation plans provide for extension of the cultivation of sub-tropical crops. Draining of the Colchis lowlands on the Rion River is to be continued and, according to the plan, another 62,500 acres will be planted to citrus fruit and tea.

Operation and Maintenance Important

New construction will not of itself fulfil the irrigation plans for the coming five years. Skilled operation and maintenance of the irrigation systems is a major problem of the Soviet agricultural planners. The plan recognizes the importance of this problem and of the current unsatisfactory conditions by decreeing that the operations of all irrigation systems shall be improved, while the timely repair and cleaning of the networks is required, as well as the economic expenditure of water with due regard for the quantities and times of flooding for different crops.

Finally, and as an illustration of the comprehensive nature of the plan, it may be mentioned that the Decree provides that the building of ponds and reservoirs, which are so characteristic of every Russian farm community, shall be continued, and orders that fish and waterfowl shall be bred in the ponds.

S.S. Beaverdell Carries Big Food Cargo

Some 6,500 tons of food for the British Isles, including 2,700 tons of bacon, 2,300 tons of flour, 1,200 tons of cheese and 220 tons of egg powder, were shipped from Montreal on July 19 to London aboard the Canadian Pacific liner *Beaverdell*. This vessel also carried lumber, pulpwood and other primary products.

Monmouthshire and South Wales Named as Development Area

Light industries being attracted to region so long dependent on coal, steel and tinplate production—Ninety-six factories approved in 1945—Establishment of non-profit making trading estates stimulates development—Private firms take over government factories.

By David B. Mundy, Acting Trade Commissioner

Liverpool, July 13, 1946.—Strenuous efforts are being made by the Government to attract light industries to South Wales and Monmouthshire, a section of which has been designated as a development area. The purpose is to protect the population against fluctuating prosperity and long periods of depression, which have had disastrous consequences for the people of South Wales. A new phase of industrial activity is apparent in South Wales. The valleys, so long the centre of heavy industry, such as coal mining, iron, steel and tinplate production, can now look forward to a future in which a wide variety of light industries will combine with the traditional occupations of the last hundred years or more.

Ninety-six Factory Schemes

Ninety-six factory building schemes, each providing more than 5,000 square feet of floor space, were approved for this area in 1945. These are for the most part intended for firms specializing in light industries. Of these factory buildings, sixty-six are government-financed. But private firms with special knowledge of certain products will operate the plants concerned. The remaining factories are being built and financed entirely by private firms. In addition, thirteen government wartime factories and six government "standard" factories have been allocated to various firms for the production of civilian goods, while two of the larger Royal Ordnance factories are being converted into trading estates. Many more firms also are planning to make South Wales their centre of operations.

At the beginning of the war the population of the area was 1,650,000, of whom about 500,000 were insured workers. Situated in the area are the whole of the South Wales coalfields and the main ports and, although it represents only one-fifth of the total area of Wales, nearly 70 per cent of the inhabitants live in the area.

Prior to the war, on account of the almost entire absence of the lighter type of industry, there was no employment for women except in the larger towns. When the depression occurred in the basic industries, the men of the valleys had no alternative work; there were no employment opportunities for women except by migration, and the depression in South Wales was more severe than in any other large area in Great Britain.

Treforest Trading Estate Featured

Parliament recognized this situation by designating South Wales as a special area in 1930, and up to the outbreak of war a certain amount of industrial development was undertaken. The main contribution was the establishment of the large Treforest Trading Estate, near Pontypridd, owned and managed by a non-profit-making company. Under this scheme, factories were provided on a rental basis. To-day at Treforest there are 130 separate factory buildings occupied by 70 different firms manufacturing a wide variety of products. A firm making gelatine and glues was

one of the pioneers in this estate, others being silk printers, a leather-goods firm, motor-bus body-builders, manufacturers of plastic spectacle frames, a paper-box firm, and a board mill. In addition to this large project, construction of a number of factories on less extensive sites was undertaken, and there was some privately financed building.



Wagons, manufactured in Cardiff of Douglas Fir, assist in movement of South Wales coal and other freight

The war brought new life to the whole area, and the recently established light industries were valuable assets when war broke out. Those factories making essential goods continued and expanded, and others were easily convertible to the more pressing needs of war. A diverse industrial structure was created, and a labour force skilled in new types of work was brought into being. As the war continued, a number of government and Royal Ordnance factories were built in South Wales, as the area was considered less vulnerable to enemy action than districts farther east, and the quality of labour was good.

Development Continued in Post-war Period

This development has been continued in the post-war period, partly by private firms continuing in the same factories they operated for the Government during the war, by the leasing of government factories to additional private firms, and by the extension and development of existing trading estates and the building of new ones.

Under the heading "government factories transferred to private firms" the following wide diversity of products may be listed as being produced: motor cars, metalware, collars, telephones, cables, engineering equipment, gramophones, and mechanical joints.

Two Royal Ordnance factories at Hirwaun and Bridgend are being converted to trading estates, and it is estimated that 10,000 persons will find work there. An entirely new trading estate of 140 acres, capable of providing employment for 10,000 people, when fully developed, has been started at Fforest Fach, near Swansea. The building of ten factories, mainly

in the west and central parts of the development area, to provide employment for partially disabled miners suffering from silicosis and pneumoconiosis was recently announced. These factories, which will be leased on special terms, provided a 50 per cent quota of partially disabled persons is maintained in employment, will each have 25,000 square feet of floor space.

Large Nylon Factory a Major Development

One of the most noteworthy of the privately financed factory schemes is a huge nylon spinning factory near Pontypool, having an area of 1,000,000 square feet. It will cost \$27,000,000 and is expected to employ 1,500 men.

There is evidence that the area will become a centre of the clock-making industry. Extensive development of this industry was undertaken during the war, and it is intended to continue this, so that clock-making may be included among the important industries of the country. Several large firms have extensive factories within the South Wales development area.

It is interesting to note that large numbers of clothing firms have taken over space in the area, and that almost every branch of the industry, including furs, is represented. Another newcomer to the field is a large firm of toy manufacturers.

A valuable point in connection with this assembly of industries is that many of them are correlated, and it is hoped that the proximity of one will help to ensure the prosperity of another.

Heavy Wheat and Flour Shipments

Canada completed a four million-ton wheat and flour export program during the six months ending June 30, 1946. This was the objective, equivalent to 150,000,000 bushels of wheat, accepted by Canada through the Combined Food Board last December in the face of a critical world food shortage.

These huge shipments of wheat and flour during the last six critical months were made possible only through the full co-operation of wheat producers in the Prairie Provinces, according to a statement made recently by the Hon. James A. MacKinnon, Minister of Trade and Commerce. In addition to the heavy marketings last autumn, wheat producers in the Prairie Provinces marketed nearly sixty million bushels of grain during the first six months of this year, which is normally a period of relatively light marketings. Canada also provided 231,000 tons of oats, equivalent to 13,500,000 bushels, which were largely shipped to European destinations for human consumption, and played a part in meeting the food situation abroad.

During the twelve months ending June 30, 1946, Canada's wheat and flour shipments amounted to 372,000,000 bushels, or practically ten million tons. This is the second largest wheat and flour movement in the history of the Canadian grain trade. It includes the surplus from the 1945 crop and the last of the wartime reserves held in this country. As a result, the carry-over of wheat at the end of this month will be at a minimum. Besides meeting minimum home requirements of the United Kingdom during the past year, this Dominion has furnished large quantities of wheat to India, France, Belgium, the Netherlands and Norway.

Shipbuilding Yards in Belfast Retain Wartime Activity

Passenger liners and cargo vessels under construction—Export controls on linen industry relaxed—Rayon production in Ulster expanding—Government and banks assist industry.

By E. L. McColl, Canadian Trade Commissioner

Belfast, July 5, 1946.—Shipbuilding in Northern Ireland showed relatively little decline from the wartime peak, the number of men employed in this industry at the end of 1945 being only slightly below the highest figures during the period of hostilities. Adjustments were being carried out satisfactorily in the various trades, and there appeared to be no serious shortages.

The eighteen slips of the principal shipbuilding firms in Belfast were all occupied, and preparations were made for construction of two 27,000-ton passenger and mail ships for the Union Castle Line, and a passenger liner of some 14,000 tons for the Cunard White Star Line.

Cargo vessels under construction included two motor ships of 6,735 tons for the Pacific Steam Navigation Company, two refrigerated motor-ships of 8,500 tons each for the Ministry of War Transport, a refrigerated motor ship of about 8,500 tons for the Union Castle Line, and a twin-screw refrigerated steamer of 13,000 tons, with accommodation for twelve passengers, for the Shaw Savill & Albion Company. For the Royal Mail Lines there were two passenger and cargo steamships of 8,600 tons each, and also a ship of 9,000 tons for Alfred Holt & Company. Five tankers on order are all for the Anglo Saxon Company.

Remaining naval work included three light carriers fitting out, and two smaller types on the stocks. Other naval work is now almost at an end, but a number of liners are at present undergoing overhaul. High priority is being given the restoration of ships from the Irish Sea passenger services. The smaller repair firms were busily engaged in refitting naval trawlers.

Export Control of Linen Industry Relaxed

With regard to overseas markets, the principal development in 1945 was the relaxation of controls by the Northern Ireland Ministry of Commerce in November, so that linen exports are now permitted to all markets other than those with which shippers are prohibited from trading under the Trading with the Enemy Act. Only rationing of raw materials to spinners continues, and yarn merchants, weavers and merchant converters can negotiate freely for export production. Individual licensing by flax control of spinners, yarn merchants and weavers is also eliminated, as are the regulations for merchant converters and market allocations. Open licences permit spinners to spin flax or flax tow into wet spun yarns for the manufacture of cloth for export, yarn merchants to acquire such yarns for immediate sale to weavers, and weavers to acquire them for manufacture into cloth for export. However, these open licences apply only to linen production for export.

In the home market the extreme shortage of household items continued. Towards the end of 1944, however, and again in March, 1945, an allocation was made to the trade of utility all-linen glass and kitchen cloths, specified to sell at the provisional price of 20s. 7½d. per dozen. In

June there was a release of fibre for the manufacture of utility linen dress fabric, a plain weave dyed to various shades, for delivery early in 1946. In October the Board of Trade introduced three new specifications for utility cotton and also for men's and women's utility linen, handkerchiefs, provision being made for the marking of both and for the maximum prices to be charged by their manufacturers.

Production of Rayon Expanded

There has been considerable development and expansion of long-staple rayon production in Ulster. It is estimated that, of the total yarn production in 1945, 40 per cent was of "Fibro" and 60 per cent flax and tow yarns, while of the total British output of staple rayon fibre, 24·2 per cent was allocated to Ulster mills during the first six months of 1945 as compared with 16·1 per cent for the whole of 1944. The fibro yarn output of one local mill alone is at the rate of over 1,000,000 pounds a year.

Another important development is represented by the decision of Courtaulds Limited to establish a factory on a 300-acre site near Carrickfergus, Co. Antrim. This enterprise will involve a capital expenditure of over £1,000,000 and will provide Ulster spinners and manufacturers with a home supply of the long-staple rayon material "Fibro", a patent held by Courtaulds. When in full operation the works are expected to absorb at least 2,000 employees.

Assistance to Industry by Government and Banks

At the beginning of November, 1945, the Ulster House of Commons voted a sum of £250,000 as the first instalment of the money needed to give effect to the Government's policy of industrial expansion embodied in the recently passed Industries Development Act. This Act empowers the Ministry of Commerce to build new factory premises and, in certain circumstances, to acquire existing industrial premises for the purpose of leasing them either to new undertakings or to existing firms desiring to expand their present production. Moving the estimate, the Parliamentary Secretary of the Ministry of Commerce stated that, while it was possible that some portion of the sum would be expended in acquiring industrial premises erected by and belonging to Imperial Government departments, the greater portion was needed to provide entirely new premises.

Another important step in connection with the financing of industry and the encouragement of new undertakings was taken by the eight Irish banks in December, when they formed the Industrial Finance Company (Northern Ireland) Ltd., with a nominal capital of £500,000. This company is on lines similar to the £15,000,000 Industrial and Commercial Finance Corporation in Great Britain, and will help to meet the needs of industry in the Province in the post-war period. The capital is divided into 5,000 shares of £100 each, and will be held in the following proportions: Belfast Bank, Northern Bank and Ulster Bank, 1,000 shares each; Bank of Ireland, 750 shares; Provincial Bank of Ireland, 500 shares; Hibernian Bank, Munster and Leinster Bank and the National Bank, 250 shares each. The objects of the company are "to provide credit and capital and finance by means of loans or the subscription of loan or share capital for industrial or commercial businesses or enterprise in Northern Ireland."

Numerous New Industries Established

Among the new industries which have recently been established, or are about to be set up, in Northern Ireland, are: food-processing factories at Coleraine, Co. Derry, and Newry, Co. Down; a factory for the manufacture

of plastics, spectacle frames and lenses at Lurgan, Co. Armagh; fibre packing-case factory at Portadown, Co. Armagh; carpet manufacture at Finaghy, Belfast; fans for public buildings at Laurelvale, Tandragee, Co. Armagh; glass yarns, fabrics and plastic materials at Dungannon, Co. Tyrone; dry-cell batteries and electrical components; baby-carriages, nursery furniture and toys; domestic appliances—all at Castlereagh, Belfast; and razor blades from strip steel, at Dundonald, Belfast.

ALGERIAN AGRICULTURE—Continued from Page 118

Cattle Stocks Depleted

In addition to crops from arable land, certain other factors enter into the general picture of agriculture in Algeria. Chief among these are the live stock of the nomadic Arab, and the far less numerous live stock raised on farms. The Arab uses his live stock as a sign of wealth; he accumulates it rather than sells it, and to this extent it is difficult to determine to what degree it centers into the realm of productive activity. In all cases, at any rate, the animal population has greatly suffered from the recent drought. There are several areas where as much as 80 per cent of the live stock has died, and although no country-wide figures are available, there have been some curious results. Meat, for instance, has been plentiful, and no rationing is imposed, since much live stock is marketed in order to avoid annihilation. On the other hand, beasts of burden such as the camel and the donkey, and beasts used for traction, such as the horse, have been so greatly weakened that they can barely serve their very important functions.

Sheep are by far the most important element in the live-stock population, figures for 1943 being 6,546,000. Goats come next with 3,275,000, while the cattle population was 911,000. There are no estimates available as to the number of horses, camels, mules and donkeys.

Fertilizers and Insecticides Required

While Algeria produces some 600,000 tons of rock phosphate per year, its superphosphate production is far below this figure. Normally, the requirements of the territory itself are just about covered by an annual production of 80,000 tons, but present production is not much greater than 60,000 tons.

Phosphates, however, are by no means the only type of fertilizer required. Official estimates place the requirements in ammonium sulphate at 25,000 tons per year, and the potash requirements at 24,000 tons. In a country having as great a vine production as Algeria, one of the most important chemicals required is copper sulphate, to prevent the spread of phylloxera. Estimates of requirements are 18,000 tons. In addition, some 22,000 tons of sulphur are required for sprays and for the production of other chemicals, including superphosphates.

The tonnage of the less important chemicals required is as follows: lime, 15,000; iron sulphate, 3,000; sodium carbonate, 2,000; sulphur dioxide, 450; lead arsenate, 350; barium fluosilicate, 300; tartaric acid, 250; sodium arsenate, 250; dry lime-sulphur, 200; copper chloride, 60; potassium permanganate, 40; sodium fluosilicate, 30; calcium cyanide, 30; nicotine derivatives, 10; methyl bromide, 10; and citric acid, 5 tons. Another estimate adds a small number of other products to this list: strychnine sulphate, carbon disulphide (125 tons for the whole of North Africa), carbon tetrasulphide, sodium borate and paradichlorobenzene.

Requirements in fuels and lubricants are of little interest to Canada, and will not be examined in detail. Total requirements in alcohol, fuel oil, gasoline and kerosene are stated to be in the neighbourhood of 600,000 metric tons per year, in order to maintain mechanical equipment.

There are various other agricultural requirements which might well be mentioned here. Binder twine requirements are estimated at 1,800 tons per year. One hundred tons of raphia are needed for binding vines, tomato plants, etc. Some 45,000 metres of canvas in widths of one metre or over for reaper-threshers and binders; 32,000 square metres of tarpaulins for fumigation, picking olives and other farm uses; and 50,000 square metres of cloth for the manufacture and repair of harness are required, as well as some 12,000 large bags for gathering grapes.

Cork and Alfa Source of Revenue

Cork, alfa and vegetable fibre fall naturally into the category of agricultural products, since their production is a source of added revenue to the farming or nomadic populations. Cork is one of the country's important products, as some 35,000 tons, or one-sixth of the world's production, comes from Algeria. Of this amount, two-thirds are second-growth cork, suitable for use in the bottling trade, while only one-third is broken or first-growth cork, suitable only for agglomerates, insulation, etc. It is interesting to note that the largest American user is well represented in the area, having large storage dumps in the various ports and a resident buyer in Algeria. For agglomerates, however, Morocco appears to be the natural source of supply, and the price there is cheaper even than that of the Portuguese product.

Alfa production is in the neighbourhood of 250,000 tons per year. Curiously enough, most of this in pre-war years was shipped to Scotland for the production of various types of paper. The reason for these shipments appears to be that return freights on coal-carrying ships were very moderate, and permitted of a cheaper landed cost in Scotland than was possible even on ships crossing the Mediterranean to France or Italy. Lately there have been small exports of alfa to the United States, and although it is known that these are not for the manufacture of paper, the actual use to which the grass is being put has not yet been ascertained.

Vegetable fibre production is growing and amounted to 23,400 tons in 1937. In order to produce a sort of horsehair for stuffing furniture, this fibre must be treated in special plants. Algeria, in this respect, is far behind Morocco, which has some very modern plants. The most important plant in Algeria is at Nemours, and most of the exports go through this port.

Few Industrial Plants

Since Algeria is not highly developed industrially, it is to be expected that agricultural processing plants are limited to the minimum essential for local requirements. Thus there are flour mills and olive-oil pressing plants, but very few canneries, meat-packing plants, soap-making industries, and other more highly specialized secondary industries dependent on agricultural production.

Algeria is nevertheless highly conscious of the necessity of installing cold storage facilities in order to ensure the orderly marketing of its perishable goods. Little has been done in this area, however, compared with the developments taking place in Tunisia and Morocco, which will be discussed in their proper place.

At the present time, Algeria is obliged to market its dates, figs, oranges, early vegetables and meat very shortly after production. It is

realized that the best profit is not obtained out of the orange market if all the oranges are exported during the December to February season; that dates, unprocessed and not refrigerated, are liable to fermentation and obtain very low prices on world markets; that early vegetables would reach the market in a better state if they were refrigerated; and that there is no possibility of creating an export market for meat unless cold storage facilities are created.

Cold Storage Facilities in Demand

There is an immense amount of work to do in this direction, and plans call for the establishment of complete cold storage equipment during the next five years. This will have to consist of small plants near the production areas, which could combine cold storage facilities, canning, sorting, grading and packing plants. Refrigerated trucks and railway cars will be needed to move produce from production areas to ports. The ports themselves will require cold storage docks, and finally, a fleet of small refrigerator ships of about 5,400 tons, able to enter all the Algerian ports, will be required.

It is estimated that, if these dispositions are taken, annual exports of fruit and vegetables could triple the pre-war figure of 150,000 tons per year, while exports of frozen mutton could reach 6,000 tons per year.

The canning industry at the present time has an annual capacity of merely 3,000 tons. This is far from sufficient to ensure the use of second-grade fruit and vegetables, and very great steps could be taken in this direction. Some thought is being given to the problem, but planning in this connection still appears to be timid, and does not include expansion in facilities for the production of fruit juices, pulps, jams, and other tributary products of the canning industry.

Sugar Consumption Heavy

There is a similar hesitancy about the establishment of a sugar industry in Algeria. Moslems are heavy eaters of sugar and normal consumption, if all restrictions were lifted, would be well over 100,000 tons per annum. Certain parts of the country are ideally suited to the raising of sugar beets, and even the sugar-cane refining industry will have to await the development of such local production. In the meantime, Algeria is wholly dependent on the importation of refined sugar.

There are only two oil and soap works in Algeria, with a combined capacity of 12,000 tons per annum (*Huiles et Savonneries d'Algerie*, Algiers, and the *Usine Rouge* in Oran). In addition, there are some 5,000 to 6,000 primitive native oil presses whose extraction rate is very low and wasteful, and which produce olive oil of very inferior quality. Plans call for the establishment of co-operative oil plants in the production areas, which, in turn, would permit the expansion of industrial oil and soap-making facilities.

Finally, some thought is being given to the establishment of a paper industry in the country, based on the large resources of alfa grass. One project calls for a pulp mill producing 60,000 tons per year, and converting this pulp into kraft and other types of paper. One of the difficulties involved is that hydraulic power sources are insufficient to permit such an industry to set up its own power plant, with the result that power would have to be bought at ordinary industrial rates. A further difficulty, which may well prove insurmountable, is the high mineral content, and the enormous amount of silt to be found in the water.

Import Controls Affect Canada

The main import regulation affecting Canada is that with respect to agricultural implements. In view of the shortage of foreign currency, France is still obliged to control imports and ensure that what foreign currency there is should be utilized only for the purchase of the most essential goods. This, in turn, necessitates the continuance of a planned import economy, which means that agricultural implements are to be imported only within the framework of an annual import program. The total tonnages of agricultural implements to be imported during 1946 are given elsewhere in this report; here, only the method of controlling imports will be discussed.

Before the war there was an import quota system in France, whereby each country received certain specific allotments of particular types of goods. In many cases the actual distribution of import licences was left in the hands of a professional organization representing the various dealers in the commodity in question. This system has continued, and for each category of products, such as chemicals, or metallurgical goods, or electrical products, or agricultural machinery, there has been formed a "groupe-ment" or syndicate of importers. At the head of the syndicate is a president, who is usually the most prominent man in the trade. The president is responsible for the distribution of licences among the members of the group.

Although the import quota system is no longer in existence, the president of the group in Algiers has perpetuated the system of allotting licences in proportion to the amount of imports during the pre-war period. Since Canadian firms had roughly 20 per cent of the market before 1939, this means that our proportion remains about the same. This has not reacted to the benefit of the importing country, since in 1945, for instance, the Combined Boards in Washington allotted to Canada 2,300 tons of the 4,000 tons of agricultural implements to be imported during that year into North Africa. But import licences were granted in different proportions. Since the firms represented by the licence holders were precluded from exporting by the Combined Boards allocation, the total requirements of the country were not fulfilled.

German Freight Traffic Improved

Railway freight traffic in the British zone of Germany has almost reached fifty per cent of the pre-war volume, according to a despatch recently received from the European Section of the Foreign Trade Service. Almost all requirements of trade and industry can now be met, as is indicated in a report issued by the Reichsbahn on reconstruction activities in the last twelve months.

Freight traffic is moving satisfactorily between the various ports and inland areas of the British zone, especially those adjacent to the Rhine and in the Ruhr. The transport of coal in the opposite direction is increasing, particularly to Luebeck, whence it is shipped to the northern countries. In addition, there is an uninterrupted and increasing flow of transit traffic from Scandinavia to Czechoslovakia, Holland, Belgium and Switzerland. Heavy movements of UNRRA supplies are being made to Central Europe.

Railway authorities have 165,000 freight cars, known as goods wagons, in the British zone to take care of traffic. This total is supplemented with numerous foreign freight cars, which will be gradually returned to their owners.

Tourist Standards of Ireland Are Raised and Loans Granted

By E. L. McColl, Canadian Trade Commissioner

Dublin, July 13, 1946.—Hotels and boarding-houses in Ireland, which do not maintain the minimum standards required by the Tourist Board, are now compelled to make necessary alterations and improvements in their premises before they can be registered. Proprietors who wish to extend or to improve their accommodation are granted loans by the Board. Funds are also being made available for the construction of swimming pools, sports grounds, dance halls and moving picture houses.

The Tourist Traffic Act was passed during the war to give the Government power to enforce certain standards for registered hotels and boarding-houses, to make loans to local authorities and other organizations for the improvement of recreation facilities.

It is recognized that, with her natural attractions and facilities for sport, Ireland has some inducements to offer the tourist, and is making every effort to improve the quality of accommodation available.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

79. **Switzerland**—Clara Traber, Herrengrabenweg 34, Basel, is desirous of making contact with Canadian exporters of chemical products, vegetable oils, synthetic resins and waxes, with a view to representing them as agents.

The Swiss firm realizes that at the present time many of these products are in short supply, but is anxious to make connections for future business relations.

80. **Chile**—Enrique Seller, Casilla 1539, Santiago, Chile, has expressed interest in obtaining representation of Canadian manufacturers or exporters of the following products: rubber hose (for garden, water, steam and vineyards); agricultural tools; lawn-mowers; garden appliances (lawn-sprayers, nozzles, etc.). File C.E. 241.

81. **Bolivia**—Federico Herz, Casilla 1018, La Paz, Bolivia, has expressed interest in securing the representation for Canadian exports of canned fish and paper. File C.E. 246.

Réunion Interested in Canada

82. Canadian toys may possibly bring pleasure to children of the French island of Réunion, half the size of Trinidad and located in the Indian Ocean, east of Madagascar, if a satisfactory arrangement can be effected between an exporter in this country and the Bazar Marseillais in St. Denis, the principal town. A trade inquiry has been received from Mamode Amode Samnakay, 134 Rue Pasteur, St. Denis, who is reported to be engaged in a small haberdashery and toy business. The large majority of the population are French, with a small number of Chinese natives of Madagascar, Africans and British Indians.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce.
Brantford—Board of Trade.
Brockville—Chamber of Commerce.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Fredericton—Board of Trade.
Granby—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kitchener—Chamber of Commerce.

London—Chamber of Commerce.
Montreal—Montreal Board of Trade.
Niagara Falls—Chamber of Commerce.
Oshawa—Chamber of Commerce.
Quebec City—Board of Trade.
Saint John—Board of Trade.
Toronto—Canadian Manufacturers' Association.
Vancouver—Canadian Manufacturers' Association.
Welland—Board of Trade.

L. H. Ausman, formerly trade commissioner at New York, has been appointed trade commissioner at Leopoldville, Belgian Congo, where he will open a new office. His territory will include Angola, Kenya, Tanganyika and Uganda. He concluded his tour at Calgary on July 24.

Maurice Bélanger, commercial secretary, Canadian Embassy, Rio de Janeiro, Brazil, has recently returned to Canada, and commenced his tour in Toronto on July 8.

C. Blair Birkett, who has spent the last six years in New Zealand as trade commissioner, recently returned, and commenced his tour in Ottawa on July 8. He has been appointed trade commissioner at Guatemala City, where he will open a new office on concluding his tour of Canada.

H. L. Brown, recently returned from Johannesburg, South Africa, where he was trade commissioner, began his Canadian tour in Toronto on July 15. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo.

Arthur E. Bryan, recently appointed Chief Trade Commissioner in the United Kingdom, is presently in Canada. Although he is not making an official tour of the country, he plans to visit Sarnia on July 29; Hamilton on July 30 and 31; St. Catharines on August 1; Welland on August 2; Toronto from August 5 to August 12; and Montreal from August 13 to 19. He will be concerned principally with business emanating from Liverpool, where he was formerly stationed as trade commissioner.

J. P. Manion, who has recently completed a trade mission to North Africa, Switzerland and Italy, writing a series of reports that are running currently in the *Commercial Intelligence Journal*, has been appointed trade commissioner at Rome, to which the office previously located in Milan has been transferred.

T. J. Monty, formerly trade commissioner at Los Angeles, Cal., is being transferred to Athens, Greece, as commercial secretary at the Canadian Embassy. His territory will include Turkey.

Paul Sykes, who has recently returned from Bombay, India, commenced his tour at Kingston, Ont., on July 15. His territory included Burma and Ceylon.

Their itineraries are as follows:—

Maurice Bélanger

(Commercial Secretary, Canadian Embassy, Rio de Janeiro)

Saint John—July 27.

Montreal—Aug. 1-10.

C. Blair Birkett

(Appointed Trade Commissioner at Guatemala City)

Montreal—July 27-Aug. 2.

Oshawa—Aug. 7.

Quebec City—Aug. 3.

Toronto—Aug. 8-21.

H. L. Brown

(Recently Trade Commissioner at Johannesburg)

Toronto—July 27-31.

Montreal—Aug. 14-23.

Aug. 5-7.

Sept. 5-19.

Hamilton—Aug. 1-3.

Quebec—Aug. 24.

Welland—Aug. 8.

Charlottetown—Aug. 27.

Niagara Falls—Aug. 9.

Halifax—Aug. 29-30.

Kingston—Aug. 12.

Saint John—Sept. 2-3.

Brockville—Aug. 13.

Fredericton—Sept. 4.

Ottawa—Sept. 19-21.

J. P. Manion

(Appointed Trade Commissioner at Rome)

Halifax—July 30.

Saint John—Aug. 1.

T. J. Monty

(Appointed Commercial Secretary, Canadian Embassy, Athens)

Toronto—July 27-Aug. 3.

Brantford—Aug. 9.

Hamilton—Aug. 6-7.

Kitchener—Aug. 10.

London—Aug. 8.

Winnipeg—Aug. 13.

Paul Sykes

(Recently Trade Commissioner at Bombay)

Montreal—July 27-31.

Brantford—Aug. 7.

Quebec City—Aug. 1.

Welland—Aug. 8.

Thetford Mines—Aug. 2.

Hamilton—Aug. 9-10.

Granby—Aug. 3.

Toronto—Aug. 12-24.

London—Aug. 6.

Trade and Tariff Regulations

Brazil Suspends Duties on Dried Milk

The Government of Brazil has suspended the collection of customs duties and other charges on imports of milk in powder, tablet or other form, with or without sugar, for a period of six months, according to a despatch from the Acting Commercial Counsellor, Canadian Embassy, Rio de Janeiro.

British Guiana Raises Tobacco Tariff

Although there is no change in the preferential rate applicable to Canada of \$1.60 per pound for manufactured tobacco of Empire origin, and \$2.05 per pound for manufactured tobacco of foreign origin, the General Tariff on manufactured tobacco imported into British Guiana has been increased from \$2.05 to \$3.00 a pound. There is also a surtax of 30 per cent of the duty on both the preferential and general rates. This increase is provided by a British Guiana Ordinance, dated May 20, 1946.

Duty on Tiles in Trinidad Revised

Effective June 7, 1946, the duty on tiles was changed by the Trinidad Legislative Council from \$1.44 per 1,000 British preferential, and \$2.88 per 1,000 general tariff, to 10 per cent ad valorem British preferential, and 20 per cent ad valorem general tariff.

Export Permits for Shipping Containers

Effective July 22, 1946, export permit control is re-imposed on "shipping containers of solid fibre or corrugated, fabricated or semi-fabricated, in any form, including liners, interior fittings and sheets or rolls for wrapping or packaging".

All shipments of these commodities, valued in excess of \$5.00, will be subject to the requirement of an export permit, when consigned to any destination, according to Export Permit Branch Order No. 146.

Export of Jewellery Without Permit

Effective July 22, 1946, jewellery may be shipped to any destination specified in Clause 5 (a) of the Export Permit Regulations without an export permit, this item having been deleted from Group 9 of the Schedule of Commodities by Order No. 146 of the Export Permit Branch.

U.K. Permits Entry of Canadian Honey

Canadian honey, to the extent of 500,000 pounds, may now be exported to the United Kingdom, imports of this commodity having been approved by the Ministry of Food. Of this quantity, 250,000 pounds should be shipped in one-pound consumer containers and 250,000 pounds in bulk.

Imports into the United Kingdom are authorized under licence confined to members of the Honey Importers and Packers Association having previous experience in the Canadian honey trade, who are expected to communicate with firms that supplied this market before the war.

It is indicated that packaged honey must be shipped in one-pound containers, because of rationing regulations in the United Kingdom. Imports will be limited to pasteurized factory pack of specified producers.

Export permits, for which application should be made to the Export Permit Branch, Department of Trade and Commerce, will be required. For bulk shipments, these will be limited to one carload of not more than 45,000 pounds for each applicant.

Canada Portrayed in Brazilian Capital by Window Displays

Twenty-nine exhibits designed to arouse interest in that country—Efforts made to create goodwill in Latin America.

Trade relations with Latin America are being further promoted by the use of window displays. Twenty-nine exhibits have been designed by the Canadian Exhibition Commission to arouse the interest of Brazilians in this country. Eleven of these have already arrived in Rio de Janeiro, where they were displayed in the windows of the Brazilian Traction Light and Power Company. The twelfth, which portrays manufacturing in Canada, is nearing completion and will be shipped in the near future. These exhibits are changed at periodic intervals, and will also be sent up to Sao Paulo for display in that large city.

Thousands of Brazilians have already learned much about this country, its cultural activities, natural resources, industries, exportable commodities and its geographical characteristics. Displays have featured the inland waterways and transportation, ports and steamship services, the various cities, music, the ballet and drama, and activities of the National Film Board.

Exhibits planned for the future will portray the pulp and paper industry, communications, wheat growing and flour milling, education, mining, metal and metal production, Canada's churches, the fisheries, lumbering, cattle ranching and the meat packing industry, governmental services, research, arts and handicrafts, air transportation, sports and recreation.

Similar displays will be prepared for circulation throughout the Spanish-speaking republics of Latin America, being adapted to meet their special requirements and conditions prevailing in these countries. Thereby is it proposed to provide a clearer conception of this country, to create goodwill for Canada and to expand the scope of commercial relations between this Dominion and her neighbours to the South.

Brazil Provides Agricultural Credit

Provision for the stimulation of agriculture, including the production of livestock, has been made by the Brazilian Government, according to a despatch from the Acting Commercial Counsellor, Canadian Embassy, Rio de Janeiro. Under Decree-Law No. 9394, dated June 21, a special credit of Cr. 50,000,000 has been made available to the Ministry of Agriculture which will be enabled to undertake an extensive emergency program.

One-Quarter Population Feeds Canada

More than half the population of Canada was required to feed the remainder of the country sixty years ago. Today, less than one-quarter is needed to operate the farms, and Canada enters the post-war period with a plant geared to produce from forty to fifty per cent more than in the years immediately preceding the second world war. The export market is vital, and the ability to export will be influenced materially by the national measures or controls exercised by various governments to channel, impede, restrict or to promote international trade, in the opinion of Frank Shefrin, Economics Division, Department of Agriculture.

Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the sailing date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the company or agent indicated.

Departures from Montreal

* Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator
Africa-East— Lourenco Marques..	August 17	<i>Chandler</i>	Elder Dempster
Africa-South— Cape Town..... East London..... Durban.....	August 5 August 17 August 30	<i>Fantee</i> <i>Chandler</i> <i>Cargill</i>	Elder Dempster Elder Dempster Elder Dempster
Argentina— Buenos Aires..... Buenos Aires.....	August 20-25 Monthly	<i>Fort Columbia</i> A Ship	Furness Withy Montreal Shipping
Australia— Melbourne..... Adelaide..... Brisbane..... Sydney..... Geelong..... Sydney..... Melbourne.....	July 29 July 31 July 29—August 2	<i>Empire Abercon</i> <i>City of Derby</i> <i>Trewellard</i>	M.A.N.Z. Line M.A.N.Z. Line M.A.N.Z. Line
Belgium— Antwerp..... Antwerp..... Antwerp.....	About August 5 About August 12 About August 17	<i>Rutenfjell</i> <i>Prins Willem Van</i> <i>Oranje</i> <i>Prins Willem IV</i>	Brock Shipping Shipping Limited Shipping Limited
Brazil— Rio de Janeiro..... Santos.....	August 20-25 Monthly	<i>Fort Columbia</i> A Ship	Furness Withy Montreal Shipping
Br. Honduras— Belize.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
China.....		A Ship	Montreal Shipping
Colombia— Barranquilla.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator
Costa Rica— Port Limon.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Cuba— Havana.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Curaçao—	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
Eire— Dublin.....	August 1	<i>Lord Glentoran</i>	McLean Kennedy
Dublin.....	August 14	<i>Irish Poplar</i>	Shipping Limited
Dublin.....	August 16	<i>Fanad Head</i>	McLean Kennedy
Egypt— Alexandria.....		A Ship	McLean Kennedy
Guatemala— Puerto Barrios.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Holland— Rotterdam.....		A Ship	County Line
Rotterdam.....	About August 5.....	<i>Rutenfjell</i>	Brock Shipping
Honduras— La Ceiba.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
India— Karachi.....		A Ship	McLean Kennedy
Bombay.....			
Madras.....			
Calcutta.....			
Mediterranean— Central Area.....		A Ship	McLean Kennedy
Mexico— Vera Cruz.....		A Ship	Canadian National
Tampico.....			
Newfoundland— St. John's.....	July 28-31	<i>Dalwarnie</i>	Montreal Shipping
St. John's.....	August 2-15	A Ship	Shaw Steamship
New Zealand— Auckland.....	August 9-14	<i>Samleven</i>	M.A.N.Z. Line
Wellington.....			
Auckland.....	August 26-31	<i>Kaikoura</i>	M.A.N.Z. Line
Wellington.....			
Lyttleton.....			
Dunedin.....			
Northern Ireland— Belfast.....	About August 18	<i>Torr Head</i>	McLean Kennedy
Belfast.....	About August 31	<i>Lord O'Neill</i>	McLean Kennedy
Panama— Cristobal.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Puerto Rico— San Juan.....	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
San Domingo— Ciudad Trujillo....	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
Scandinavia— Baltic Ports.....	August 3	<i>Laholm</i>	Swed. Amer. Mexico
Baltic Ports.....	August 16	<i>Vasaholm</i>	Swed. Amer. Mexico
Baltic Ports.....	August 24	<i>Erland</i>	Swed. Amer. Mexico

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator
United Kingdom—			
Avonmouth.....	August 17-24	<i>Empire Kangaroo</i>	Cunard Donaldson
Bristol.....	August 7	<i>Gloucester City</i>	Furness Withy
Glasgow.....	Aug. 28—Sept. 4	<i>Norwegian</i>	Donaldson Atlantic
Glasgow.....	September 9-15	<i>Delilian</i>	Donaldson Atlantic
Hull.....	About August 24	<i>Bassano</i>	McLean Kennedy
Liverpool.....	July 30—Aug. 4	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	August 9-16	<i>Salacia</i>	Cunard White Star
Liverpool.....	August 18-25	<i>Valacia</i>	Cunard White Star
Liverpool.....	August 29	<i>Beaverburn</i>	Canadian Pacific
London.....	July 20-24	<i>Beaver Glen</i>	Canadian Pacific
London.....	August 10	<i>Bayano</i>	Cunard White Star
London.....	August 25	<i>Beaverdell</i>	Canadian Pacific
London.....	August 29	<i>Beaver Glen</i>	Canadian Pacific
Manchester.....	August 10	<i>Man. Commerce</i>	Furness Withy
Manchester.....	August 22	<i>Manchester City</i>	Furness Withy
Middlesborough.....	August 10	<i>Cairnesk</i>	Furness Withy
Uruguay—			
Montevideo.....	August 20-25	<i>Fort Columbia</i>	Furness Withy
Montevideo.....	Monthly	<i>A Ship</i>	Montreal Shipping
Venezuela—			
La Guaira.....	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
Maracaibo.....			
West Indies—			
Antigua.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
Antigua.....	August 4	<i>Colborne</i>	Canadian National
Antigua.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Antigua.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Antigua.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
Antigua.....	September 9-13	<i>*Chomedy</i>	Canadian National
Barbados.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
Barbados.....	August 1-3	<i>Cartier Park</i>	Canadian National
Barbados.....	August 4-10	<i>*Colborne</i>	Canadian National
Barbados.....	August 8	<i>Alcoa Pennant</i>	Alcoa Steamships
Barbados.....	August 12-15	<i>*Lorne Park</i>	Canadian National
Barbados.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Barbados.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
Barbados.....	September 9-13	<i>*Chomedy</i>	Canadian National
Bermuda.....	July 25	<i>*Canadian Observer</i>	Canadian National
Bermuda.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	August 2	<i>*Cathcart</i>	Canadian National
Bermuda.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Bermuda.....	August 12	<i>Maisonneuve Park</i>	Canadian National
Bermuda.....	August 15	<i>Connector</i>	Canadian National
Bermuda.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Bermuda.....	August 27	<i>*Cavelier</i>	Canadian National
Bermuda.....	September 10	<i>*Canadian Observer</i>	Canadian National
Bermuda.....	September 26	<i>*Maisonneuve Park</i>	Canadian National
Br. Guiana.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
Br. Guiana.....	August 1-3	<i>Cartier Park</i>	Canadian National
Br. Guiana.....	August 4-10	<i>*Colborne</i>	Canadian National
Br. Guiana.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Br. Guiana.....	August 12-15	<i>*Lorne Park</i>	Canadian National
Br. Guiana.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Br. Guiana.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
Br. Guiana.....	September 9-13	<i>*Chomedy</i>	Canadian National
Dominica.....	August 4-10	<i>*Colborne</i>	Canadian National
Dominica.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
Dominica.....	September 9-13	<i>*Chomedy</i>	Canadian National

Departures from Montreal—*Con.*

Destination	Loading Date	Vessel	Operator
West Indies—<i>Conc.</i>			
Grenada.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
Grenada.....	August 4-10	<i>*Colborne</i>	Canadian National
Grenada.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Grenada.....	August 18-26	<i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
Grenada.....	August 28-29	<i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	September 9-13	<i>*Chomedy</i>	Canadian National
Jamaica.....	August 2	<i>*Cathcart</i>	Canadian National
Jamaica.....	August 12	<i>Maisonneuve Park</i>	Canadian National
Jamaica.....	August 27	<i>*Cavelier</i>	Canadian National
Jamaica.....	September 10	<i>*Canadian Observer</i>	Canadian National
Jamaica.....	September 26	<i>*Maisonneuve Park</i>	Canadian National
Montserrat.....	August 1-3	<i>*Cartier Park</i>	Canadian National
Montserrat.....	August 12-15	<i>*Lorne Park</i>	Canadian National
Montserrat.....	September 9-13	<i>*Chomedy</i>	Canadian National
Nassau.....	July 25	<i>*Canadian Observer</i>	Canadian National
Nassau.....	August 2	<i>*Cathcart</i>	Canadian National
Nassau.....	August 12	<i>Maisonneuve Park</i>	Canadian National
Nassau.....	August 15	<i>Connector</i>	Canadian National
Nassau.....	August 27	<i>*Cavelier</i>	Canadian National
Nassau.....	September 10	<i>*Canadian Observer</i>	Canadian National
Nassau.....	September 26	<i>Maisonneuve Park</i>	Canadian National
St. Kitts.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
St. Kitts.....	August 4-10	<i>*Colborne</i>	Canadian National
St. Kitts.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
St. Kitts.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
St. Kitts.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
St. Kitts.....	September 9-13	<i>*Chomedy</i>	Canadian National
St. Lucia.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	August 1-3	<i>*Cartier Park</i>	Canadian National
St. Lucia.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
St. Lucia.....	August 12-15	<i>*Lorne Park</i>	Canadian National
St. Lucia.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
St. Lucia.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
St. Lucia.....	September 9-13	<i>*Chomedy</i>	Canadian National
St. Vincent.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
St. Vincent.....	August 1-3	<i>*Cartier Park</i>	Canadian National
St. Vincent.....	August 8	<i>Alcoa Pennant</i>	Alcoa Steamships
St. Vincent.....	August 12-15	<i>*Colborne</i>	Canadian National
St. Vincent.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
St. Vincent.....	September 9-13	<i>*Chomedy</i>	Canadian National
Trinidad.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	August 1-3	<i>*Cartier Park</i>	Canadian National
Trinidad.....	August 4-10	<i>*Colborne</i>	Canadian National
Trinidad.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Trinidad.....	August 12-15	<i>*Lorne Park</i>	Canadian National
Trinidad.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Trinidad.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
Trinidad.....	September 9-13	<i>*Chomedy</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the above table, the following departures are listed by operators:—

Iceland	A ship	F. K. Warren, Ltd.
Newfoundland	Fort Townsend August 2-5	Furness Withy
	Fort Amherst August 2-5	Furness Withy

Departures from Vancouver

Shippers in Western Canada are furnished with frequent sailings from Vancouver to various parts of the world, thereby enabling them to participate in the development of foreign markets. It is not yet possible to record in this section the names of ships and their loading dates, such information being available to operators only within a short time of their being placed on the berth. As a service to exporters, the countries to which sailings are maintained, with the names of operators to whom inquiries may be submitted, are shown below:—

Africa (South and West)	Anglo Canadian Shipping Co., Ltd. Canada Shipping Co., Ltd. Canadian Transport Co., Ltd. North Pacific Shipping Co., Ltd. Seaboard Shipping Co., Ltd. Western Canada Steamships, Ltd.
Australia	Anglo Canadian Shipping Co., Ltd. Canada Shipping Co., Ltd. Canadian Australasian Line, Ltd. Empire Shipping Co., Ltd. Western Canada Steamships, Ltd.
China	Anglo Canadian Shipping Co., Ltd. Seaboard Shipping Co., Ltd. Western Canada Steamships, Ltd.
Egypt	Seaboard Shipping Co., Ltd.
India	Anglo Canadian Shipping Co., Ltd. Canada Shipping Co., Ltd. Canadian Transport Co., Ltd. Seaboard Shipping Co., Ltd.
Mexico (West Coast)	Johnson Walton Steamships, Ltd.
Middle East	Seaboard Shipping Co., Ltd.
New Zealand	Canadian Australasian Line, Ltd.
United Kingdom	Anglo Canadian Shipping Co., Ltd. Canada Shipping Co., Ltd. Canadian Transport Co., Ltd. Empire Shipping Co., Ltd. Johnson Walton Steamships, Ltd. Seaboard Shipping Co., Ltd. Western Canada Steamships, Ltd.

Postal Information

Direct Service to Hong Kong and China

Effective immediately, the direct mail service from Vancouver to Hong Kong and China will be resumed. This will no longer necessitate the despatch of parcel post for Hong Kong via the United Kingdom. Parcels for Hong Kong may be insured, but the same facilities are not yet available for Chinese destinations.

The following minimum parcel rates, providing for the carriage of one pound, are quoted by the Post Office Department for the countries named: Burma (via England), 60 cents; Burma (via Vancouver and Hong Kong), 50 cents; Ceylon (via Vancouver and Hong Kong), 50 cents; British India (via Vancouver and Hong Kong), 50 cents; Macao (via Vancouver and Hong Kong), 40 cents; Malay States (via Vancouver and Hong Kong), 50 cents; Portuguese India (via Vancouver and Hong Kong), 75 cents; Siam (via England), 90 cents; Siam (via Vancouver and Hong Kong), \$1.05; Straits Settlements (via Vancouver and Hong Kong), 50 cents.

Mail Service to Continental Countries

Mail service to Albania, Austria, Estonia, Latvia, Lithuania and Poland has now been extended to include all classes of business correspondence. This was previously restricted to requests for information and pertinent facts.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in respect of shipments to countries in non-sterling areas, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations July 15	Nominal Quotations July 22
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2466	.2460
Australia.....	Pound		3.2160	3.2160
Belgium and Belgian Empire.....	Franc		.0228	.0228
Bolivia.....	Boliviano		.0238	.0238
British West Indies (except Jamaica).....	Dollar		.8396	.8396
Brazil.....	Cruzeiro	Off.	.0606	.0606
		Free	.0518	.0518
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
Colombia.....	Peso		.5698	.5698
Cuba.....	Peso		1.0000	1.0000
Czechoslovakia.....	Koruna		.0200	.0200
Denmark.....	Krone		.2084	.2084
Ecuador.....	Sucre		.0740	.0740
Egypt.....	Pound		4.1333	4.1333
Eire.....	Pound		4.0300	4.0300
Fiji.....	Pound		3.6363	3.6363
Finland.....	Markka		.0073	.0073
France and French North Africa.....	Franc		.0084	.0084
French Empire—African.....	Franc		.0143	.0143
French Pacific possessions.....	Franc		.0202	.0202
Haiti.....	Gourde		.2000	.2000
Hong Kong.....	Dollar		.2513	.2513
Iceland.....	Krona		.1545	.1545
India.....	Rupee		.3022	.3022
Iraq.....	Dinar		4.0300	4.0300
Italy.....	Lira		.0044	.0044
Jamaica.....	Pound		4.0300	4.0300
Mexico.....	Peso		.2058	.2058
Netherlands.....	Florin		.3770	.3770
Netherlands East Indies.....	Florin		.3770	.3770
Netherlands West Indies.....	Florin		.5303	.5303
New Zealand.....	Pound		3.2402	3.2402
Norway.....	Krone		.2015	.2015
Palestine.....	Pound		4.0300	4.0300
Peru.....	Sol		.1550	.1550
Philippines.....	Peso		.5000	.5000
Portugal.....	Escudo		.0403	.0403
Siam.....	Baht		.1000	.1000
Spain.....	Peseta		.0916	.0916
Straits Settlements.....	Dollar		.4702	.4702
Sweden.....	Krona		.2385	.2785
Switzerland.....	Franc		.2325	.2325
Turkey.....	Piastre		.0077	.0077
Union of South Africa.....	Pound		4.0300	4.0300
United Kingdom.....	Pound		4.0300	4.0300
United States.....	Dollar		1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in twenty-seven British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

CANADIAN GOVERNMENT TRADE COMMISSIONERS

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address, Canadian, unless otherwise shown.

Argentina

Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 487, Buenos Aires (1).
Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, 44 Queen Street, Melbourne, C.I.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.
Sydney: C. M. CROFT, Commercial Counsellor. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrópole, 7th Floor, Av. Presidente Wilson 165.

British India

Acting Trade Commissioner. Address for letters—P.O. Box 866, Bombay. Office—Gresham Assurance House, Mint Road.
Territory includes Burma and Ceylon.

British Malaya

ARTHUR WILDING, Canadian Commercial Agent. Address for letters—% Chartered Bank of India, Australia and China, Singapore, Straits Settlements.
Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India. *Cable address, Wilding, Chartered Bank, Singapore.*

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.
Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.
Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Ltd. Building.
Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Of. No. 523.
Territory includes Republic of Panama, the Canal Zone, Nicaragua, and Costa Rica.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.
Territory includes Haiti, the Dominican Republic, and Puerto Rico.

Egypt

RICHARD GREW. Address for letter—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.
Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.
Territory includes Switzerland.
J. H. TREMBLAY, Commercial Secretary (Agriculture). Office—3 rue Scribe, Paris.
Territory includes Belgium, the Netherlands, and Denmark.

Hong Kong

Acting Trade Commissioner. Address for letters—% Passenger Department, Canadian Pacific Railway Company.

Ireland

E. L. McCOLL, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

CANADIAN GOVERNMENT TRADE COMMISSIONERS—*Concluded*

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Territory includes Guatemala, Honduras, and Salvador.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE. Address for letters—P.O. Box 33, Auckland. Office—Yorkshire House, Shortland Street.

Territory includes Fiji and Western Samoa.

Norway

S. G. MacDONALD, Commercial Secretary, Canadian Legation to Norway, Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Orange Free State, the Rhodesias, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, Cantracom.

Cape Town: Trade Commissioner. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province and Southwest Africa, Natal, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, Cantracom.

Until further notice, trade inquiries should be addressed to the Johannesburg office.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland. *Cable address, Canadian Stockholm.*

United Kingdom

London: A. E. BRYAN, Chief Trade Commissioner in the United Kingdom, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: H. L. E. PRIESTMAN, Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England and East Anglia.

Cable address, Sleighing, London.

London: W. B. GORNALL, Fruit Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucom.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy Annex, 1771 N Street N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—% Royal Bank of Canada, Caracas.

Territory includes Netherlands West Indies.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, AUGUST 3, 1946

Shipments of Purebred Cattle And Other Live Stock Heavy

United Kingdom recently invaded by 180 Holstein Friesian heifers and twelve bulls, valued at \$120,000—Canada's reputation, as source of supply for breeding cattle, sheep, swine, poultry and for baby chicks, gathering momentum rapidly—Heavy exports during war years being maintained.

By R. W. Blake, Export Division, Foreign Trade Service

Canadian purebred Holstein Friesian cattle have successfully invaded the United Kingdom, two shipments of 180 heifers and twelve bulls having been made from Montreal in May and June. One of the bulls was purchased for \$5,000, and the total consignment had an approximate value of \$120,000. Members of the British Friesian Society are presently in this country, and it is expected that their buying mission will result in sales amounting in value to half-a-million dollars, comprising some two hundred cattle with qualifications that should enable them to secure entry in the "British Herd Book".

The Department of Trade and Commerce assigned one of its commodity officers to accompany the first shipment of ninety-two heifers and six bulls, which left Montreal for Birkenhead on May 16, 1946, aboard the SS. *Manchester Commerce*. Despite a rough crossing, the cattle were landed in good condition, and are reported to have made an excellent impression with the owners, officials of the Ministry of Agriculture and veterinary officers on hand to welcome the live stock.

Protected from Infection

Arrangements were made at Birkenhead for their accommodation in pens that had not been used for several years. They had been thoroughly cleaned and disinfected, and every effort was made to ensure that the animals did not contract any infection. The cattlemen allowed on the dock wore clean white leggings and coats, while their boots were disinfected. After being held overnight, the live stock were despatched by road and rail to their respective destinations in Anglesey, Cheshire, Norfolk, Suffolk, Wiltshire and Yorkshire. The owners, who were later visited on their farms, expressed satisfaction with the cattle, and one in Yorkshire declared that he expected to take the record for milk production in Yorkshire with a herd average of over 13,000 pounds of milk from the twenty heifers he imported from Canada in 1945. This record would be achieved despite the fact that one heifer was milking only two quarters, two were lost through summer mastitis and one was crippled with arthritis.

Purebred Cattle Exports Heavy

More than seventy-one thousand head of purebred and dairy cattle, having an aggregate value of \$11,612,955, were exported by Canada to twenty-three countries during 1945. Of these, 24,071, valued at \$5,161,361, were classed as purebred cattle, while 47,304, valued at \$6,451,594, were dairy cattle. An additional 9,801 purebred cattle and 24,847 dairy cattle were exported during the first five months of the current calendar year. Some indication of the rapidity with which Canada has risen to prominence as a producer of breeding stock is found in statistics reproduced below, exports of purebred cattle in 1930 having amounted only to 3,017, valued at \$602,689, while shipments of dairy cattle to other countries fifteen years ago totalled 9,257, valued at \$890,687.

Sheep, Swine and Poultry Favoured

Mention must also be made of the extent to which Canadian purebred sheep, purebred swine, purebred poultry and baby chicks are finding favour among breeders in other countries. A total of 3,470 purebred sheep, valued at \$93,163, were exported in 1945, together with 852 purebred swine, valued at \$33,520; 26,650 purebred poultry, valued at \$61,879; and 848,880 baby chicks, valued at \$115,218.

Nearly all the breeds of live stock found in Canada have their origin in stock brought from England and Scotland; countries that have long been considered the leaders in live stock improvement. The notable exception is the breed of cattle known on this continent as the Holstein Friesian, which was imported from the United States. The foundation stock of this breed was brought from Holland, the land of its formation.

After many years of sound, selective breeding, Canada has reached the stage in live stock development from which she can offer to the world high quality, healthy animals of all the main breeds, as follows:

Beef cattle—Shorthorn, Hereford and Aberdeen Angus.

Dairy cattle—Holstein Friesian, Jersey, Guernsey and Ayrshire.

Dual Purpose cattle—Brown Swiss, Red Poll and Dual Purpose Shorthorn.

Sheep—Suffolk, Southdown, Hampshire, Shropshire, Oxford and a few of the less prominent breeds.

Pigs—Yorkshire, Tamworth and Berkshire.

In addition to the above classes of live stock, Canada has high quality draught horses, saddle horses, thoroughbreds and standard breds, in addition to poultry with excellent R.O.P. records and fleshing qualities.

Bacon Production Considered

The production of bacon to meet requirements of her export markets has largely influenced the development of Canadian hogs. Of the three bacon breeds, the Yorkshire outnumbers the Tamworth and the Berkshire by a substantial majority, amounting to approximately 90 per cent of the Canadian hog population. It has been found eminently suitable for producing the desired quality of Wiltshire side, and its general type is favoured by the domestic trade. However, the Tamworth and Berkshire breeds are popular with some breeders, and many well bred herds may be found in the Dominion.

With the introduction of advanced registry for purebred swine in 1928, administered by the Dominion Department of Agriculture, much has been learned of their inherited characteristics. From the information collected, breeders have been able to select their breeding stock with the object of breeding into pigs the desired commercial characteristics, combined with the most desirable appearance. The result has been a great improvement in carcass quality and the general conformation of Canadian swine.

Dairy Cattle Have High Reputation

Canadian dairy cattle enjoy a high reputation abroad for their high producing qualities, together with their ability to withstand a wide variety of conditions to a good age, due to the healthy climate in which they are bred and the extremes of temperature to which they become accustomed. These qualities have enhanced their popularity in the United States and Latin America, resulting in repeat orders. In addition to the 180 heifers and twelve Holstein bulls shipped to the United Kingdom this year, the British Friesian Society have purchased some 240 head of highly priced bulls and heifers, with qualifications set forth by the society that make them eligible for entry into the British Herd Book, which has hitherto been closed to cattle from this continent.



Dairy Cattle Shipments Last Year Nearly Fifty Thousand

Such is the popularity of the Holstein Friesian breed in Canada that registrations in recent years have exceeded the combined registrations for all other breeds of cattle.

Scotland, which has for long been considered the source of supply for Ayrshire breeding stock, is now faced with some competition from Canada, three Ayrshire heifers and one Ayrshire bull having been shipped to England last year.

Stock Sold in Southern Hemisphere

In the beef breeds, Canada has some outstanding herds of Shorthorn, Aberdeen Angus and Hereford cattle, selections from which have secured an enviable reputation overseas. Other countries, which formerly went to Britain for breeding stock, are learning that they can secure animals of high quality and sound conformation in Canada. Australia, New Zealand and South Africa have imported dairy cattle, beef cattle, pigs and sheep from this Dominion. The stock has compared favourably with that from Great Britain, resulting in increasing enquiries being made for additional supplies. Live stock may be shipped direct to these countries, whereas that from Great Britain must spend at least thirty days in quarantine in some country other than its origin, usually Canada, before being permitted to

Continued on Page 177

Sixteen Million Tons of Wheat and Flour Sold by Canada to U.K.

Great Britain undertakes to purchase 600,000,000 bushels of wheat, including 75,000,000 bushels in the form of flour, over the next four years—Price in first two years is \$1.55 per bushel, on basis of Number One Manitoba Northern—Largest deal of kind in history, declared Minister.

More than sixteen million long tons of wheat, of which 1,500,000 tons shall consist of flour, have been purchased by the United Kingdom Government, an agreement to this effect having been signed with the Canadian Government in Ottawa last week. In making this announcement on July 25, 1946, the Hon. James A. MacKinnon, Minister of Trade and Commerce, declared that the deal was the largest of its kind in history, and that delivery would be made during the next four crop years. While the amount of the contract is in excess of \$800,000,000, this is a minimum figure, and may possibly total a billion dollars.

The agreement, which was signed by the Minister and Sir Alexander Clutterbuck, High Commissioner for the United Kingdom, is as follows:

The Government of Canada and the Government of the United Kingdom, recognizing that their mutual interest in the maintenance of reasonable prices and adequate supplies of wheat for consumers and of steady and remunerative prices for producers can best be met by international co-operation in the expansion of world trade and employment, have entered into the following arrangements designed to ensure a measure of security in the supply and of stability in the price of wheat supplied by Canada to the United Kingdom:

Agreement with U. K.

1. (a) The United Kingdom Government undertakes to purchase and the Canadian Government undertakes to sell the following quantities of Canadian wheat, which quantities include wheat to be processed into flour for sale to the United Kingdom Government:

- (i) within the crop year 1946-47, 160,000,000 bushels
- (ii) within the crop year 1947-48, 160,000,000 bushels
- (iii) within the crop year 1948-49, 140,000,000 bushels
- (iv) within the crop year 1949-50, 140,000,000 bushels

(A bushel shall be of the weight of 60 pounds avoirdupois.)

(b) In the event of the United Kingdom requiring from Canada any additional quantities of wheat that the Canadian Government is prepared to make available, such additional quantities which the Canadian Government offers and the United Kingdom Government accepts shall in all respects be subject to the provisions of this Agreement.

(c) Of the total quantity of wheat specified above for each crop year, the United Kingdom Government agrees to take the following quantity in long tons in the form of flour:

1946-47—500,000 tons as a minimum, with an additional quantity not exceeding 140,000 tons to be determined by negotiations in the light of the out-turn of the crop.



Billion-Dollar Wheat Agreement Signed in Ottawa by the Hon. James A. MacKinnon, Minister of Trade and Commerce, and Sir Alexander Clutterbuck, High Commissioner for the United Kingdom.

1947-48—400,000 tons as a minimum, with an additional quantity not exceeding 140,000 tons to be determined by negotiations in the light of the out-turn of the crop.

1948-49—300,000 tons as a minimum, the actual tonnage to be negotiated by the 1st July, 1947.

1949-50—300,000 tons as a minimum, the actual tonnage to be negotiated by the 1st July, 1948.

(d) The rate and place of deliveries of wheat and flour shall be determined from time to time by mutual agreement.

Prices to be Paid

2. (a) The price per bushel to be paid by the United Kingdom Government to the Canadian Government, on the basis Number One Manitoba Northern, in store Fort William/Port Arthur, Vancouver or Churchill, shall be as follows:

(i) In respect of wheat bought and sold in the crop year 1946-47,
\$1.55

- (ii) In respect of wheat bought and sold in the crop year 1947-48, \$1.55.
- (iii) In respect of wheat bought and sold in the crop year 1948-49, not less than \$1.25.
- (iv) In respect of wheat bought and sold in the crop year 1949-50, not less than \$1.00.

(b) The actual prices to be paid for wheat to be bought and sold within the crop year 1948-49 shall be negotiated and settled between the United Kingdom Government and the Canadian Government not later than the 31st December, 1947, and prices for wheat to be bought and sold within the crop year 1949-50 shall be negotiated and settled not later than the 31st December, 1948. In determining the prices for these two crop years, 1948-49 and 1949-50, the United Kingdom Government will have regard to any difference between the prices paid under this Agreement in the 1946-47 and 1947-48 crop years and the world prices for wheat in the 1946-47 and 1947-48 crop years.

(c) The prices to be paid for grades other than Number One Manitoba Northern to be delivered under this Agreement shall be determined yearly in consultation between the United Kingdom Government and the Canadian Government.

(d) In addition to the prices detailed in Section (a) of this Article, the United Kingdom Government undertakes to pay such carrying and forwarding charges as may be mutually arranged.

(e) Payment shall be made in full in Canadian funds at par Winnipeg by the United Kingdom Payments Office against presentation of completed statements of claim or otherwise as may be mutually agreed.

U. K. May Sell or Dispose of Wheat

3. It is agreed that the United Kingdom Government may sell or dispose of the wheat and flour purchased under this Agreement in whatsoever manner the United Kingdom Government may deem expedient both in regard to destination and price.

4. (a) The Canadian Government will use its best endeavours to arrange that the quantities of wheat set out in Article 1(a) shall at all times be available and at the disposal of the United Kingdom Government within the stipulated dates and in accordance with the rates and places of delivery determined under Section (d) of Article 1 of this Agreement.

(b) The United Kingdom Government will use its best endeavours to arrange for the provision of the required ocean tonnage within the stipulated dates and in accordance with the rates and places of delivery determined under Section (d) of Article 1 of this Agreement.

5. It is agreed that the detailed terms and conditions relating to such matters as carrying and forwarding charges, grades, routing of shipments and all other matters incidental to the fulfilment of this Agreement shall be discussed and settled from time to time and incorporated in documents to form annexures to this Agreement.

6. It is mutually understood that matters arising from, or incidental to, the operation of this Agreement may at the instance of either party become subjects of discussion between the parties to this Agreement.

7. Having in mind the general purposes which this Agreement is designed to serve, the two Governments have agreed that its terms and conditions shall be subject to any modification or amendment which may be necessary to bring it into conformity with any international agreements or arrangements hereafter entered into to which both Governments are parties.

Surrender of Ration Coupons Provides Canned Meat for Czechoslovakia

Shipment of 229,000 pounds, bearing distinctive label, made last week—Consignment of 122,940 pounds for France leaving this week—Total of 48,621,873 pounds made available to UNRRA since beginning of this year.

Voluntary surrender of ration coupons by Canadians made possible the shipment of 229,000 pounds of canned meat for consumption in Czechoslovakia aboard the Greek SS. *Makedonia*, which sailed from Montreal on July 26 for Gdansk. This was the first consignment for distribution through the United Nations Relief and Rehabilitation Administration to carry the distinctive label approved by the Food Information Committee of the Canadian Government. This bears the following legend in English, French, Greek and Czechoslovakian: "Voluntary donation of ration coupons by Canadians made this meat available".

When the SS. *Laurentide Park* sails from Montreal during the early part of August she will have on board 122,940 pounds of canned meat, similarly labelled, destined for the relief of destitute residents of France.

Canadian canned meat shipments, made available to UNRRA, amounted to 48,621,873 pounds between January 1 and July 20, 1946. This was destined to the following countries: Austria, 7,571,809 pounds; China, 357,192; Czechoslovakia, 6,468,975; Greece, 2,211,120; Hungary, 295,650; Italy, 6,692,659; Poland, 8,048,502; Russia, 1,808,208; Ukraine, 9,618,300; Yugoslavia, 5,593,424 pounds.

Meat supplied to UNRRA is made available in canned form, 12 ounces to a tin and 48 tins to a case, in order to facilitate its transportation, storage and final distribution.

Substantial Export Increases for Half-year to Thirteen Countries

Shipments for first six months valued at over Billion Dollars — Declined \$655,625,000 from total for same period in 1945—Substantial decreases in exports to twelve countries, including United Kingdom, United States and U.S.S.R.—Figures for June down 48 per cent from same month last year.

Substantial increases were recorded in Canadian exports for the first six months of the current year, compared with the corresponding period last year, to Argentina, Belgium, Brazil, China, Czechoslovakia, the Netherlands, Norway, Poland, South Africa, Sweden, the Philippine Islands, Venezuela and Yugoslavia. The conclusion of hostilities in Europe and the Orient was in large measure responsible for this situation. On the other hand, substantial decreases for the same period were recorded in Canadian exports to British India, Ceylon, Egypt, Eire, Greece, Italy, Jamaica, Newfoundland, Rumania, Switzerland, the United Kingdom and the United States. These declines may be attributed, in most cases, to the material

decrease in the movement of munitions and other supplies required for the prosecution of the war.

Additional increases for the six-month period were shown for Canadian exports to Abyssinia, Afghanistan, Albania, Austria, Barbados, Belgian Congo, Bermuda, Bolivia, British Honduras, British Sudan, Bulgaria, Burma, Chile, Colombia, Costa Rica, Cuba, Denmark, Ecuador, Fiji, Finland, France, French East Indies, French Guiana, French West Indies, Gambia, Germany, Gibraltar, Gold Coast, Guatemala, Haiti, Honduras, Hong Kong, Hungary, Iraq, Japan, Lithuania, Mexico, Netherlands East Indies, Netherlands Guiana, Netherlands West Indies, Nigeria, Palestine, Panama, Peru, Portugal, Portuguese Africa, Portuguese Asia, Rumania, Salvador, San Domingo, Siam, Sierra Leone, Southern Rhodesia, Straits Settlements, Turkey and Uruguay.

Exports for Half-Year Lower

Merchandise exports from Canada for the first six months of the current year were valued at \$1,062,773,970, according to figures issued by the External Trade Branch, Dominion Bureau of Statistics. These compare with exports valued at \$1,718,398,022 for the corresponding period of 1945. Exports in June were valued at \$166,697,433, compared with \$322,846,068 for the same month last year. A decrease of 48 per cent is shown from June, 1945, and one of 15·3 per cent from May, 1946.

Commodity exports to the United States declined to \$66,491,342 from \$72,200,139 in May and \$112,278,132 in June last year, the total for the half-year being \$396,441,477 as against \$618,192,086 in 1945. Shipments to the United Kingdom dropped still more sharply to \$30,620,682, as compared with \$54,902,155 last May and with \$94,634,291 in June, 1945, and for the first six months totalled \$266,079,550 as against \$578,781,689 in the corresponding period of last year. Exports to British India fell off steeply to \$4,142,767 from \$41,592,910 in June last year, when shipments of munitions and other war materials were heavy, while those to China rose from \$205,610 last year to \$4,021,502.

Shipments to South Africa Doubled in June

Gains in exports to other British Empire and foreign countries were more numerous than losses. Among the former, shipments to British South Africa were valued at \$6,019,737 as compared with \$3,185,664 in June last year; Bermuda, \$324,185 (\$170,721); British Guiana, \$565,604 (\$423,877); Trinidad and Tobago, \$1,700,597 (\$1,297,494); Hong Kong, \$694,280 (nil), and New Zealand, \$975,367 (\$542,854).

June shipments to European countries showed both sharp gains and losses. Exports to Belgium rose to \$9,502,761, as against \$4,637,691 last year, to Italy, \$5,102,838 (\$3,638,002); Switzerland, \$975,587 (\$355,062); Norway, \$1,615,605 (\$1,170,211), and Yugoslavia, \$1,049,511 (\$224,943). Those to France fell to \$6,349,550 as compared with \$11,504,760, to the Netherlands, \$1,780,789 (\$2,705,982); and Greece, \$1,663,905 (\$416,100).

Exports to Latin American countries, with one noteworthy exception—Brazil—were generally higher, the figures for countries for which values were highest being as follows: Argentina, \$769,072 (\$263,152 in June, 1945); Brazil, \$610,830 (\$1,256,964); Chile, \$345,528 (\$172,398); Colombia, \$807,944 (\$440,280); Cuba, \$410,745 (\$381,608); Mexico, \$927,746 (\$783,339); Peru, \$292,439 (\$97,476); and Venezuela, \$791,208 (\$457,165).

Statistical Summary

The following tables, compiled by the External Trade Branch, Dominion Bureau of Statistics, show Canada's domestic exports (excluding gold) by principal countries and commodities for the month of June and the six months ended June, 1945 and 1946:

Exports by Principal Countries

	Month of June		Six months ended June	
	1945	1946	1945	1946
Total, all countries	\$322,846,068	\$166,697,433	\$1,718,398,022	\$1,062,773,970
British Empire	156,242,196	54,806,928	843,726,315	339,396,893
United Kingdom	94,634,291	30,620,682	578,781,689	266,079,550
Eire	1,591,704	105,816	5,163,413	2,807,603
Aden	4,064	23,873	99,742	80,409
Africa—				
British East	190,293	122,659	1,593,465	1,070,682
British South	3,185,664	6,019,737	15,213,106	25,753,476
Southern Rhodesia ..	152,887	229,058	1,135,953	1,664,969
British West—				
Gambia	2,038	13,995	18,012	43,210
Gold Coast	119,014	51,329	323,638	438,756
Nigeria	37,937	54,008	139,319	408,381
Sierra Leone	6,573	46,229	174,454	275,734
Bermuda	170,721	324,185	1,245,472	1,574,790
British East Indies—				
British India	41,592,910	4,142,767	165,802,659	31,520,442
Burma .....	.....	120,043	.....	423,412
Ceylon	329,692	118,957	3,272,485	967,879
Straits Settlements ..	.....	84,862	.....	1,321,224
Other British East Indies		1,268		47,810
British Guiana	423,877	565,604	3,376,605	3,021,543
British Honduras	104,919	127,805	458,196	594,035
British Sudan	28,130	321,683	75,064	382,354
British West Indies—				
Barbados	703,357	576,471	2,068,902	2,724,913
Jamaica	1,423,522	683,627	7,049,717	4,827,235
Trinidad and Tobago ..	1,297,494	1,700,597	8,428,279	7,865,724
Other British West Indies				
Falkland Islands	40	.....	7,882	1,572
Gibraltar	72,884	80,864	87,726	203,507
Hong Kong .....	.....	694,280	.....	2,290,280
Malta	762,940	324,320	2,466,598	2,417,106
Newfoundland	4,465,362	2,587,985	19,513,577	15,138,111
Oceania—				
Australia	3,412,465	3,160,313	16,152,860	14,427,704
Fiji	5,446	90,747	121,338	200,637
New Zealand	542,854	975,367	6,821,083	6,281,948
Other British Oceania	.....	287	59,016	7,963
Palestine	229,403	9,856	1,059,885	1,211,170
Foreign countries	166,603,872	111,890,505	874,671,707	663,377,077
Abyssinia .....	.....	.....	3,485	5,957
Albania .....	.....	9,371	.....	59,903
Argentina	263,152	769,072	2,321,576	5,013,758
Austria .....	.....	389,036	.....	2,382,194
Belgium	4,637,691	9,502,761	7,486,286	36,649,549
Belgian Congo	147,543	120,479	430,175	676,755
Bolivia	24,152	36,993	142,302	288,317
Brazil	1,256,964	610,830	5,511,861	9,328,754
Chile	172,398	345,528	967,084	1,868,346
China	205,610	4,021,502	229,938	13,300,561
Colombia	440,280	807,944	1,905,996	4,498,869
Costa Rica	37,332	76,787	194,717	536,647
Cuba	381,608	410,745	2,160,039	2,688,279
Czechoslovakia	36,575	74,384	611,763	6,950,923
Denmark .....	.....	26,030	.....	795,848
Greenland	245,770	.....	789,357	19,037
Ecuador	53,492	56,894	165,584	298,330
Egypt	6,710,707	641,339	28,477,620	6,575,755
Finland .....	.....	27,033	.....	213,987
France	11,504,760	6,349,550	37,568,537	38,461,969
French Africa	3,977,280	84,627	9,224,828	8,446,043
French East Indies .....	.....	8,361	.....	33,380
French Guiana	3,405	716	18,339	102,314

Exports by Principal Countries—*Con.*

	Thousands of Dollars			
	Month of June		Six months ended June	
	1945	1946	1945	1946
France— <i>Con.</i> ..				
French Oceania	9,838	4,514	81,664	46,790
French West Indies ..	20,065	71,043	39,076	549,324
Madagascar	1,484	11,741	11,171	123,001
St. Pierre and Miquelon	64,084	54,570	289,044	335,981
Germany	\$.....	\$1,451,928	\$.....	\$4,585,384
Greece	4,160,100	1,663,905	8,728,639	4,385,179
Guatemala	20,279	105,095	166,597	490,536
Haiti (Republic of)	44,320	68,246	263,215	547,412
Honduras	26,776	64,213	84,174	392,701
Hungary .....	.....	193,638	.....	243,095
Iceland	400,430	326,622	2,172,150	1,647,184
Iraq (Mesopotamia)	757,421	496,219	1,417,251	1,753,221
Italy	3,638,002	5,102,838	76,899,796	11,370,509
Japan .....	.....	66,031	.....	66,031
Liberia	9,037	7,799	48,029	34,175
Mexico	783,339	927,746	3,791,476	4,718,662
Morocco	982,513	25,980	1,226,910	991,548
Netherlands	2,705,982	1,780,789	3,298,204	19,175,534
Netherlands East Indies	.....	273,900	.....	4,065,182
Netherlands Guiana ..	15,569	78,979	93,515	252,440
Netherlands West Indies	76,266	168,944	382,866	721,983
Nicaragua	12,572	45,638	154,726	137,424
Norway	1,170,211	1,615,605	1,170,401	10,284,666
Panama	68,365	125,093	381,359	719,079
Paraguay	1,919	6,074	16,904	49,678
Persia	421,010	36,226	1,251,998	313,707
Peru	97,476	292,439	989,622	1,508,229
Poland	79,452	583,125	2,452,382	10,521,555
Portugal	175,368	236,970	517,367	1,656,861
Azores and Madeira ...	3,324	7,774	13,512	35,226
Portuguese Africa	46,055	151,651	682,568	965,093
Portuguese Asia	625	9,183	2,730	13,963
Russia (U.S.S.R.)	5,976,784	668,496	36,229,135	15,663,089
Salvador	38,552	97,705	219,629	259,543
San Domingo (Dom. Rep.)	49,741	116,516	297,150	674,746
Siam .....	.....	2,928	.....	5,897
Spain	8,294	2,088	570,299	225,689
Canary Islands .....	.....	29,220	.....	309,415
Sweden	30,070	235,870	45,702	3,199,035
Switzerland	355,062	975,587	6,122,896	2,751,511
Syria	458,308	21,700	501,493	116,483
Turkey	71,973	272,442	427,327	1,167,102
United States	112,278,132	66,491,342	618,192,086	396,441,477
Alaska	47,251	27,038	105,534	109,730
Virgin Islands .....	.....	16,566	8,652	51,877
Guam	477	466	3,541	3,239
Hawaii	299,330	287,379	2,015,483	1,825,879
Philippine Islands	270	141,328	270	3,473,871
Puerto Rico	287,781	113,162	1,273,707	1,511,251
Uruguay	129,122	124,353	746,658	963,627
Venezuela	457,165	791,208	1,901,825	6,835,429
Yugoslavia	224,943	1,049,511	1,161,372	5,884,362

Exports of Farm Products Decline

Lower values were recorded for June exports in all commodity groups except wood, wood products and paper, the largest decreases being shown for agricultural and vegetable products, and iron and its products.

Exports of agricultural and vegetable products in June, 1946 were valued at \$37,995,000, as compared with \$99,833,000 in June last year. Wheat shipments were sharply lower at \$15,620,000 as against \$61,347,000, milled products (mainly wheat flour) eased off to \$9,608,000 from \$12,600,000, and rubber to \$1,744,000 from \$4,356,000. Animals and animal products declined to \$24,419,000, as compared with \$29,182,000 in June, 1945, fish and fishery products rising from \$7,270,000 to \$8,761,000, and meats dropping from \$13,009,000 to \$7,673,000.

Shipments of iron and iron products were valued at \$24,706,000, as against \$68,614,000 in June, 1945, the total for the six months standing

at \$117,186,000, as compared with \$374,415,000 last year. A major factor in the June decline was a drop in exports of vehicles from \$49,414,000 last year to \$14,504,000 in 1946. Engines and boilers and farm implements and machinery were moderately higher.

Exports of wood, wood products and paper totalled \$43,288,000, as compared with \$41,193,000 a year ago, the total for the half-year standing at \$265,237,000, as compared with \$221,531,000. Unmanufactured wood, including logs, planks and boards, square timber, shingles and pulpwood, was lower at \$10,692,000, as against \$14,442,000, all items except pulpwood showing declines. Shipments of paper, mainly newsprint, were valued at \$22,652,000, as compared with \$16,949,000, repeating closely the gains of previous months.

Of the remaining commodity groups, exports of fibres, textiles and textile products were valued at \$2,831,000, as compared with \$6,027,000; non-ferrous metals and their products at \$17,414,000 (\$26,325,000); non-metallic minerals and their products, \$4,967,000 (\$6,973,000); chemicals and allied products, \$5,155,000 (\$9,881,000); and miscellaneous commodities, \$5,921,000 (\$34,818,000).

Exports by Principal Commodities

	Month of June		Six Months ended June	
	1945	1946	1945	1946
	Thousands of Dollars			
Total domestic exports*	322,846	166,697	1,718,398	1,062,774
Agricultural and Vegetable Products	99,833	37,995	338,049	269,995
Fruits	340	93	4,950	1,517
Fruits, fresh	33	....	2,250	783
Apples, fresh	12	....	2,028	699
Fruits, dried	8	2	1,125	35
Apples, dried	7	2	1,123	12
Fruits, canned	134	77	699	415
Fruit juices and fruit syrups	164	14	877	285
Nuts	41	22	147	34
Vegetables	1,134	1,843	12,007	7,443
Vegetables, fresh	151	114	6,462	1,680
Potatoes (except seed)	79	45	5,190	505
Vegetables, dried	627	1,444	3,821	3,275
Vegetables, canned	225	227	1,178	2,156
Pickles, sauce and catsups	131	58	546	332
Grains	73,457	19,220	195,599	135,093
Barley	5,338	....	15,978	81
Wheat	61,347	15,620	151,083	124,251
Milled products	12,600	9,608	56,458	63,695
Flour of wheat	11,593	8,792	51,031	60,319
Prepared foods and bakery products	304	291	1,265	1,206
Biscuits and bread	169	41	614	111
Cereal foods, prepared	71	27	392	362
Farinaceous products, other	424	557	1,992	3,314
Vegetable fats, edible	117	99	690	738
Sugar and products	1,877	136	6,430	1,041
Sugar (refined)	648	4	1,990	65
Vegetable products, other, mainly food	259	305	1,223	1,406
Beverages, alcoholic	2,732	2,350	15,119	18,392
Ale, beer and porter	474	471	2,817	2,102
Beverages, distilled	2,253	1,875	12,250	16,265
Whisky	2,195	1,533	11,766	15,149
Wines	6	4	52	26
Balsam	1	6	20	19
Oil cake and oil cake meal	3	....	6	58
Oils, vegetable, not edible	295	295	1,102	2,095
Linseed and flaxseed oil	288	275	1,049	1,939
Plants, shrubs, trees and vines	5	7	51	145
Rubber	4,356	1,744	18,387	11,326
Pneumatic tire casings	1,865	744	8,511	4,160
Inner tubes	171	106	761	583
Seeds	409	148	11,316	8,535
Seed potatoes	17	56	3,145	2,532
Tobacco	670	74	6,599	4,431
Tobacco, unmanufactured	566	41	5,879	4,153
Vegetable products, other, not food	810	1,197	4,688	9,507
Hay	254	188	582	2,019

Exports by Principal Commodities—*Con.*

	Month of June		Six Months ended June	
	1945	1946	1945	1946
	Thousands of Dollars			
Animals and animal products	29,182	24,419	193,457	173,814
Animals, living	1,668	2,011	7,760	8,947
Cattle (except for stock)	858	1,220	3,259	4,948
Bones, horns and hoofs	21	15	162	128
Fish and fishery products, n.o.p.	7,270	8,761	33,777	38,608
Fish, fresh and frozen	4,755	4,522	20,427	19,565
Fish, dried, salted, pickled, smoked .	980	846	5,027	5,105
Fish, canned or preserved	1,513	3,298	8,234	13,662
Furs	2,426	1,960	15,351	22,696
Undressed furs	2,336	1,875	14,844	21,915
Hair and bristles	91	78	438	612
Hides and skins, raw	12	205	115	1,163
Leather, unmanufactured	349	516	1,974	3,089
Leather, manufactured	441	1,102	1,665	4,126
Meats	13,009	7,673	92,711	69,536
Bacon, hams, shoulders, sides	8,126	4,923	58,583	33,116
Milk and products	1,048	1,050	9,828	7,567
Butter	205	92	1,043	639
Cheese	64	85	4,528	3,388
Animal oils, fats, greases and wax	460	8	2,966	1,034
Animal products, other	2,386	1,041	26,708	16,307
Eggs in the shell	306	442	10,606	8,760
Eggs, processed	1,858	416	14,576	6,138
Fibres, textiles and textile products	6,027	2,831	35,374	29,175
Cotton	858	632	6,016	5,267
Cotton fabrics	524	399	2,864	2,489
Flax, hemp and jute	269	127	1,032	1,584
Fibre and tow	227	65	868	1,101
Wool	1,658	389	10,418	11,794
Wool, raw	94	85	1,798	926
Artificial silk	1,108	353	5,954	3,036
Fabrics, artificial silk	123	74	803	966
Fibres and textiles, other	2,134	1,329	11,955	7,493
Wood, wood products and paper	41,193	43,288	221,531	265,237
Wood, unmanufactured	14,442	10,692	71,536	75,059
Logs	337	115	1,322	1,194
Planks and boards	8,397	6,009	42,135	43,816
Timber, square	107	23	368	455
Shingles	725	91	4,041	4,119
Pulpwood	2,275	2,316	8,632	10,806
Wood, manufactured	9,373	9,570	54,129	58,401
Wood pulp	8,875	9,057	51,712	54,671
Paper	16,949	22,652	93,413	128,930
Newsprint paper	14,765	21,535	81,561	119,856
Books and printed matter	428	373	2,454	2,846
Iron and its products	68,614	24,706	374,415	117,186
Iron ore	254	244	565	503
Ferro-alloys	1,352	1,024	8,295	4,608
Pigs, ingots, blooms, billets	459	520	2,148	2,997
Scrap iron	35	5	175	112
Castings and forgings	930	85	5,376	935
Rolling mill products	878	647	5,965	4,132
Pipes, tubes and fittings	397	36	1,700	662
Wire	300	58	1,538	483
Chains	12	6	58	100
Engines and boilers	1,412	2,800	8,120	17,514
Farm implements and machinery	2,327	2,450	10,083	16,382
Hardware and cutlery	404	307	1,955	1,839
Machinery (except agricultural)	1,868	1,153	11,662	6,084
Stamped and coated products	31	31	156	189
Tools	101	55	863	487
Vehicles, chiefly of iron	49,414	14,504	241,773	57,556
Automobiles, freight	32,193	5,845	148,381	26,342
Automobiles, passenger	2	1,650	20	2,501
Automobile parts	12,000	3,111	66,077	12,448
Iron products, other	8,442	779	73,979	2,603
Non-ferrous metals and their products ..	26,325	17,414	198,267	109,134
Aluminium	7,811	5,440	78,959	18,530
Bars, blocks, ingots, blooms	6,761	5,044	71,919	15,332
Brass	305	120	2,960	1,542
Bars, ingots, rods, strips, sheets, plates, tubing	142	6	2,071	346

Exports by Principal Commodities—*Con.*

	Month of June		Six Months ended June	
	1945	1946	1945	1946
	Thousands of Dollars			
Non-ferrous metals, etc.— <i>Con</i>				
Copper	2,493	1,600	18,623	17,733
Ingots, bars, cakes, slabs, billets ...	1,698	1,208	14,400	14,580
Rods, strips, sheets, plates, tubing .	4	196	671	1,139
Lead	1,001	1,303	2,791	8,363
Nickel	3,859	3,874	31,497	26,331
Precious metals, except gold	1,768	649	9,624	7,418
Zinc	1,621	1,548	9,496	13,874
Clocks and watches	120	33	352	510
Electrical apparatus	6,503	2,292	39,261	11,465
Radio and wireless apparatus	4,383	1,319	24,510	6,540
Printing materials	2	4	13	13
Non-ferrous metals, other	843	552	4,690	3,356
Cobalt alloys	165	21	889	80
Cadmium	30	25	182	277
Selenium and salts	72	62	415	677
Non-metallic minerals and their products	6,973	4,967	29,283	24,099
Asbestos	1,954	2,295	11,574	10,656
Asbestos milled fibres	1,448	1,577	8,194	7,279
Clay and products	60	54	276	352
Porcelain insulators	39	8	145	150
Coal and products	605	789	3,527	3,183
Coal	478	622	2,681	2,355
Coke	92	76	465	366
Glass and glassware	48	92	234	671
Graphite	11	17	57	79
Mica and products	18	18	151	130
Petroleum products	2,545	217	4,604	1,275
Gasoline	2,371	34	3,537	325
Stone and products	1,440	1,232	7,564	6,598
Abrasives, artificial, crude	1,089	911	6,581	5,412
Non-metallic minerals, other	292	253	1,296	1,154
Carbon and graphite electrodes	127	30	346	235
Chemicals and allied products	9,881	5,155	67,503	33,010
Acids	422	128	1,819	998
Alcohols, industrial	532	20	3,848	96
Cellulose products	32	16	80	108
Toilet preparations	195	66	749	352
Medicinal and proprietary preparations	1,113	436	3,595	2,519
Explosives	2,451	2	22,320	113
Fertilizers	2,068	2,370	14,856	16,317
Paints and varnishes	409	259	1,944	1,788
Soap	298	171	1,357	1,188
Inorganic chemicals, n.o.p.	1,210	745	6,989	4,283
Calcium compounds, n.o.p.	408	364	1,921	1,740
Soda and sodium compounds	483	334	3,149	2,048
Chemical products, other	1,150	941	9,943	5,249
Miscellaneous commodities	34,818	5,921	260,520	41,124
Amusement and sporting goods, n.o.p. .	99	108	479	544
Brushes	121	68	435	498
Containers, n.o.p.	139	323	548	1,160
Household and personal equipment				
n.o.p.	423	595	1,668	2,610
Pens, pencils and parts	138	270	554	759
Refrigerators, electric	3	....	7	11
Mineral and aerated waters .....	....	....	1	40
Musical instruments	9	6	67	65
Scientific and educational equipment .	602	171	6,982	1,510
Films	137	161	1,124	1,330
Ships and vessels	1,400	1,992	6,258	6,636
Vehicles, n.o.p., chiefly aircraft	13,962	187	81,873	3,837
Paintings	1	3	9	15
Miscellaneous commodities, other	18,061	2,468	162,199	24,210
Cartridges	14,117	3	137,191	112
Electrical energy	683	596	3,410	3,694

*June totals include exports of items mainly for war purposes such as tanks, military vehicles, shells, guns, metals, explosives, aircraft, Red Cross supplies for Canadian army stores valued at \$511,000 in June, 1946, and \$117,996,000 in June, 1945. The percentage of war materials in other items cannot be ascertained.

Agriculture Basis of Economy In Morocco And May Expand

Heavy demand for machinery, as equipment in poor condition—Many large farms, one landowner having 40,000 acres and some covering 20,000 acres, require tractors and other mechanical implements—Drought in 1945 reduced production of cereals to one-third requirements—Fruit and vegetables exported to Europe—Some 5,000,000 almond trees in country—Dates, figs and olive oil below standard of North Africa.

By J. P. Manion, Canadian Trade Commissioner

(Ed.—This is the second in a series of articles on Morocco, forming part of an economic survey made by the author in that country, Algeria and Tunisia. Additional aspects of agricultural production will be outlined in another article, to be followed by discussions of Mining, Hydro-power, Industry, Communications, Pre-war Trade and Commercial Opportunities for Canada.)

Agriculture is the basis of the Moroccan economy, as it is in Algeria, but, although it is subject to an even greater expansion than in the latter country, its proportionate significance may be considerably reduced in the future, due to the development of industry and mining.

French Morocco may be divided roughly into three parts for a study of its agricultural background. There is first a wide plain extending the whole length of the Atlantic seaboard, generally broad and rising gradually towards the mountains but occasionally pinched in towards the sea by outcroppings of the mountain chain. Then there are the mountains themselves, acting as a watershed, with high precipitation but generally unsuitable for cultivation, due to the rugged nature of the surface. Beyond the mountains is the desert, which extends into and really forms part of the Algerian Sahara.

Cultivable Area Subject to Drought

Because of the prevailing, moisture-bearing winds, the northern part of the seaboard, from Casablanca through Rabat to Larache, is adequately watered in a normal year, but precipitation gradually decreases towards the south until it reaches nearly desert levels near Agadir.

The cultivable area is nevertheless subject to periodic droughts, which have averaged two years out of eight during the last few cycles. As a result of local precipitation and surface water coming down from the mountains, the north generally weathers such droughts better than does the south, but the south becomes almost completely unproductive during years of drought. Such was the case in 1945, when crops were about one-third of normal, despite a relatively fair crop in the north. The wide plains leading from Casablanca to Marrakesh and back towards the coast were almost completely dried up during the year, and the parched earth will require more than its usual share of water during the present year in order to restore production to normal.

Approximately Ten Million Acres Cultivated

Of the area suitable for agriculture, a little over 10 million acres are cultivated, 20 million acres are natural pasture, 6 million acres are forest lands, nearly 5 million acres are generally in fallow (one-third of the cultivable area), and some 500,000 acres are devoted to orchards, vineyards and market gardening. There is another $5\frac{1}{2}$ million acres which, although not productive in other ways, yield important quantities of alfa. The total productive area of 47 million acres is therefore an important proportion of the total area of the country, estimated at 104 million acres, which includes rugged mountain and arid desert land.

Production on this land is variable, the most fertile parts producing as much as forty bushels of grain to the acre, while other parts are much lower in yield, either on account of unfavourable weather or because of poor methods of cultivation. For here, as well as in Algeria, 80 per cent of the native population is engaged in agriculture, and so far the vast majority of these employ the most primitive methods. Collective farming on a tribal basis is being attempted, but so far this only affects a small proportion of total native production. There are high hopes, however, that, when the results of such enterprises become generally known, more and more tribes will be induced to attempt similar cultivation, thereby effecting a saving in manpower and obtaining higher yields through rationalization and the greater use of mechanization.

Agricultural Machinery in Poor Condition

Use of agricultural machinery in Morocco is considerable, since there are large exploitations, even by North American standards. One colonist has fifteen different farms, a few of which are in Algeria, totalling some 40,000 acres. Some single farms have as many as 20,000 acres. One farm which was visited had an acreage of 10,000, of which a single field of 2,500 was sown to seed wheat, another similar field was sown to beans, another 250 acres was in orange groves, and a considerable part of the remaining was pasture land for 400 cattle, 250 pigs and 2,000 sheep. This particular farm has twelve tractors, four reaper-threshers and a large quantity of other machinery, several trucks and a well-equipped workshop. All of this equipment was in very poor condition, as there had been no spare parts available for six years and much of it required replacement, which was still hard to obtain despite a relatively liberal import policy.

The census of usable agricultural machinery at January 1, 1944, showed the following categories of machines still in use: grain drills or seeders, 900; fertilizer distributors, 450; moldboard plows, tractor-drawn, 700; disc plows, tractor-drawn, 2,100; disc harrows, tractor-drawn, 550; cultivators, tractor-drawn, 400; reaper-threshers, 1,100; binders, 1,450; mowers, 1,450; rakes, 1,050; wheeled tractors, 1,130; tracked tractors, 1,480.

Imports Projected for 1946

The following table shows imports into Morocco in 1938, 1940 and 1942, together with the program of imports for 1946. Figures are in metric tons, and may not conform as regards categories in the case of 1946 figures, which have been taken from a different source than those for preceding years.

Imports of Agricultural Machinery

	1938	1940	1942	1946
	Figures in Metric Tons			
Tillage machinery	596	211	157	1,630
Harvesting machinery	596	501	227	820
Other machinery	713	327	472	312
Repair parts	321	328	226	200
Total	2,226	1,367	1,082	2,962

More detailed figures are available with respect to projected imports for 1946 as follows:

Projected Imports for 1946

	M. Tons
Plows	973
Harrow pulverizers	217
Cultivators	259
Seeders, fertilizer distributors	181
Reaper-threshers	524
Other harvesting machinery	296
Feed pressers, etc.	64
Other machinery	248
Repair parts	200

Farmers Comment on Canadian Equipment

The writer had an opportunity of visiting several large farms in Morocco and discussing agricultural machinery with the owners. In most cases they had a criticism to offer with respect to North American machines, and some had specific complaints about Canadian products. In the latter case, however, most colonists agreed that what they had seen of post-war production appeared to be highly improved. Among the new Canadian products now on the market are self-propelled reaper-threshers and the deep-furrow disc plows, with discs over two feet in diameter. Both these products are stated to be highly satisfactory, since deep plowing is necessary in order to retain moisture, and the self-propelled reaper-thresher spares the tractors, which are still difficult to replace.

Production in 1945 Reduced by Drought

As has already been mentioned, agricultural production in 1945 fell off by at least two-thirds in the aggregate and by much more than that with respect to cereals, due to the drought which pervaded the country throughout the year. In many ordinarily fertile areas there was no rain for over fifteen months—the first rain in that length of time fell in Marrakesh during a visit there at the end of January, 1946.

The reduction in cereal production was the most vital result of the drought as far as the country generally was concerned. In a country which normally produced 2 million tons of cereals and consumed some 1½ million tons, production was reduced to 500,000 tons, or one-third the requirements for local consumption. Two authorities, one military and the other civilian, have stated that, due to this heavy reduction in yield, 2 to 3 million inhabitants would have starved to death during the current crop year if it had not been for imports of cereals from abroad. Imports were almost double exports in a normal pre-war year, the latter amounting to about half a million tons annually and the former having been reduced to 900,000 tons from a preliminary estimate of 1,039,000 tons.

Estimates of 1945 crops for other products are not available, but in most cases the falling-off in production was not as severe as in the case of cereals. Live stock, however, suffered seriously, and the 80 per cent reduction, often mentioned in Algeria, was repeated in Morocco.

Statistics of Agricultural Production

The following table shows the average and the most recent agricultural statistics, where the latter are available:—

Agricultural Production			
	Average 1934-38	1942 or 1943	Estimate 1945
Cereals—	Figures in Metric Tons		
Hard wheat	415,000	456,000	108,000
Soft wheat	215,000	210,000	72,000
Total	630,000	666,000	180,000
Barley	1,147,000	998,000	209,000
Oats	29,000	35,000	10,000
Rye	800	800	.....
Corn	213,000	225,000	25,000
Sorghums	51,000	53,000	25,000
Milletts	7,000	6,000	.....
Total, all cereals..	2,077,800	1,985,800	449,000
Other Crops—			
Dry legumes	57,434	67,800	n.a.
Oil seeds	8,039	31,640	n.a.
Potatoes	10,000	20,000	n.a.
Olive oil	12,600	12,000	fair
Citrus fruit	42,000	55,000	good
Table grapes	30,000	7,000	n.a.
Wine (hectolitres)	549,600	300,000	n.a.
Live stock—			
Cattle	1,991,000	2,156,000	unknown
Sheep	9,434,000	12,000,000	unknown
Goats	5,794,000	6,950,000	unknown
Hogs	72,000	175,000	unknown
Poultry	Approximately 30,000,000		

Fruit and Vegetables in Demand Abroad

In addition to the foregoing, there are several other products which are important in the Moroccan economy. Chief among the activities entering into foreign trade is the raising of early fruit and vegetables. Potatoes, tomatoes and green vegetables particularly were widely sought after in European markets prior to the war, since they came on the market even earlier than the Algerian products and were generally well graded. Great Britain was an important importer of Moroccan vegetables prior to the war and should become so again as soon as transport facilities return to normal and the Moroccan Government is able to restore its grading and inspection services, which were allowed to lapse during the war as a result of the almost complete lack of foreign demand.

Almonds an Important Product

With some 5 million almond trees in the country, this nut forms an important element of trade and is freely obtainable throughout the country. On the other hand, the dates and figs of Morocco are generally not of as good quality as those of Algeria and, particularly, the well-conditioned products of Tunisia, and are therefore unlikely to be of importance on world markets. The same applies to olives and olive oil, which are poorly treated and usually very bitter and acidulous. Since the trees are not generally cultivated, it is probable that the greater proportion of Moroccan production will continue to come from trees that grow wild and will therefore not find its way into world markets.

Increased Production of Metals Features New U.S.S.R. Plan

The comparatively modest objective for copper output under the new Five Year Plan, an increase of 1.6 times by 1950, is undoubtedly dictated by the uneconomic nature of copper production in the Soviet Union. (It is perhaps significant that no figures have been published of production of copper during the war, while the wartime increase in all other non-ferrous metals has been given wide publicity. In 1940 production amounted to 11,200 metric tons, far below the country's requirements.) Copper reserves were expanded by exploration under the previous Five Year Plans, but the quality of the ore is poor. The chief deposits are in Kazakstan, exceeding those of the Urals and the Caucasus. An American geologist and geographer has stated, however, that many of these deposits contain less than 2 per cent copper.

The 1946-50 plan provides for the completion of the first section of a copper mining development in Kazakstan. This probably refers to the proposed development of the Djezkazgan deposits, where eventually production is to be double that of Kounrad, near the north shore of Lake Balkhash, which was, despite its low-grade porphyritic deposits, hitherto the leading mine in the Soviet Union. Intensive exploration during the war doubled the production of the whole Balkhash Copper Combine. The deposits of the Urals, which occur over a distance of 500 miles from the largest mine at Krasnouralsk in the north of Orsk in the south, are to be further developed, and the first section of a new copper smelter in the South Urals, the exact location of which has not been announced, is projected.

Lead and Aluminium Production to be Increased

The Five Year Plan notes particularly the present shortages of raw materials for the lead industry and provides that production shall be increased 2.6 times by 1950. (Production in 1938 was 44,000 tons.) Over a third of the lead deposits in the Soviet Union are concentrated in the Altai region. Besides further development of this area, new zinc works are to be built in the Far East, Chelyabinsk and Siberia.

The necessity for new plants to be built for the aluminium industry is emphasized. The metal is now obtained from the inferior ores at Tikhvin, east of Leningrad, from large deposits in the Northern Urals at Kabakovsk and in the South Urals at Kamensk. Nepheline deposits in the Kola Peninsula are worked for aluminium, and a large plant near Kandalaksha began operation in 1939. Production is to be doubled during the next five years by the restoration and increase in capacity of two plants, two new aluminium plants are to be built and put into operation, and the capacities of the plants in the North Urals and in Kuznetsk Basin are to be increased. The first section of an aluminium plant in Azerbaijan is to be completed.

Wartime Output of Nickel up 176 Per Cent

The Soviet Union is a poor third to Canada and New Caledonia in nickel production. The output of 3,000 metric tons in 1938 was barely adequate for domestic needs, but it is stated that during the war production increased 176 per cent. The Plan decrees that production is to be almost doubled in the next five years, and nickel production by electrolysis is to be increased in two plants.

The most outstanding increase in production of non-ferrous metals during the war is recorded for molybdenum. As compared with 1940, the 1945 production rose 409 per cent. This was achieved by the wartime construction of a plant in Kazakstan, near Lake Balkhash, to compensate for the loss of the Caucasian deposits. The Kazakstan plant now accounts for more than half the output of the Soviet Union. Production is to be further increased 2.1 times by 1950, apparently to a great extent by the rehabilitation of the tungsten and molybdenum plant in the North Caucasus and by building additional plants to exploit newly surveyed tungsten and molybdenum deposits in Central Asia and Eastern Siberia.

Tin Production Increased 200 Per Cent

The negligible pre-war production of tin from deposits found east of Lake Baikal and in Kazakstan increased by over 200 per cent during the war years. No details are available of production plans other than the statement that output is to increase 2.7 times in the coming five years.

The Decree enacting the Five Year Plan gives no details of proposed production for such rare metals as lithium, beryllium, tantalum, niobium and rare earths, but a recent article in the *Mining Journal* stresses that, although the production of rare metals increased greatly during the war, the output achieved so far is not sufficient, and the Soviet Union does not yet produce some rare metals and their compounds that are produced in other countries. Reserves so far discovered, such as the large niobium deposits in the Kola Peninsula, have been disappointing in that they are frequently of complicated composition and contain much foreign matter. It is stated, however, that there are good prospects of geologists discovering new deposits of rare metals in economically suitable districts. Prizes of up to 120,000 roubles are to be awarded for the discovery of new deposits, the specific amounts to be determined by the quality of the ore and the economical conditions of exploitation. Prospecting and surveys in connection with rare metals are carried out by the "Union Rare Metals Prospecting Trust", which has at present over twenty prospecting parties in the field in various districts.

Need for Mechanization and Skilled Personnel Stressed

The Plan provides for the development of better and cheaper methods of production in non-ferrous metallurgy. The complete utilization of all minerals contained in non-ferrous ores, including sulphur ingredients, is to be achieved by combining the production of non-ferrous metals with the manufacture of chemicals. There is the usual emphasis of the necessity for mechanization of the processes of extraction and refining, while the need for skilled personnel is to be met by training 3,200 new engineers in the institutes of the Ministry for Non-Ferrous Metallurgy as against the 1,700 trained during the past five years.

The statement in the text of the Decree for the Plan that the production of metallic magnesium by the electro-thermal method shall be introduced on a commercial scale brings to mind one of the favourite success stories used by the Soviet Press during the past few months to draw attention to the role of science in the new Plan and to the rewards and opportunities awaiting young scientists and technicians. The young engineer-inventor of this process, Rafael Agladze, has, during the past three years, been awarded a Stalin prize, made a professor of the department of electro-chemistry in the institute he entered as a student a little over ten years ago, awarded a doctorate in chemistry, decorated with the Order of Lenin, made a director of a new institute and elected as a deputy to the Supreme Soviet.

Canada Lost Leading Role Among Exporters to South Africa

Sharp trade revival revealed by figures recently released in Ottawa for first six months of 1946—First statistics since 1939 made available by Union Government for publication—Imports from India increased rapidly during war, but trade agreement reported at end.

By D. S. Armstrong, Assistant Commercial Secretary

Johannesburg, July 12, 1946.—Canada was the seventh source of supply for South Africa during 1944, imports from the United Kingdom, the United States, India, Argentina, Brazil and the Belgian Congo having exceeded those from this country. Despite the shortage of shipping space, and the fact that such a large proportion of Canada's exports were directed during the war to Great Britain, the value of South Africa's imports from Canada in 1944 amounted to £3,268,573. This figure is only slightly less than that of 1939, when Canada enjoyed third place as the source of supply for the Union.

Statistics recently released reveal that imports from Canada rose to a peak in 1940, when they had a value of £8,518,820. Even then, she was far behind the United Kingdom and the United States. When Germany relinquished her position, in 1939, as the third most important source of supply, India forged ahead until 1944, when the value of her exports to South Africa was exceeded only by that of Great Britain and the United States. However, on July 1, 1946, the trade agreement between India and South Africa was concluded, and it is reported that India is now considering an embargo on exports to the Union. This will affect materially her supply of ground-nuts, tea and jute. Exports to India in 1944, having a value of £10,500,000, were classed largely as war material.

Argentina Rose to Third Place

Argentina advanced to third position, as a source of supply, in 1943 with imports into South Africa valued at £9,600,000, or 13.2 per cent of the total. She occupied a negligible position before the war, however, and may be unable to take advantage of the abnormal conditions as trade becomes freer. Brazil was fifth on the list in 1943, while Iran was sixth, Canada in that year being down to eighth position.

These statistics, which are the first unaccompanied by the usual war security notice prohibiting publication, fail to indicate exports of gold bullion and specie, which is the leading commodity on the list. These figures normally offset an otherwise unfavourable trade balance. In 1938, the value of gold exports was £47,995,255, representing 57 per cent of the total for all shipments from that country, amounting to £83,344,702. During the previous year, gold exports were valued at £82,751,159, or 65 per cent of the total. The following official figures for the seven years between 1938 and 1944 do not include gold bullion and specie movements, without which no indication of the balance of payments can be given.

External Trade of South Africa

	(000,000 omitted)		Total
	Imports	Exports	
1938	£ 95.9	£ 83.3	£179.2
1939	85.4	25.1	110.5
1940	96.5	29.9	126.4
1941	100.9	34.5	135.4
1942	83.6	36.2	119.9
1943	76.8	41.9	118.6
1944	84.8	68.6	153.4

The increase in imports during the year under review, compared with 1937, was distributed over the following groups of commodities, in order of value:

Fibres, yarns, textiles and apparel
 Foodstuffs
 Leather, rubber and manufactures thereof
 Tobacco and tobacco products
 Books, paper and stationery
 Wood, cane and wicker, and manufactures thereof
 Metals, metal manufactures, machinery and vehicles
 Drugs, chemicals and fertilizers
 Spirits, wines and other beverages
 Minerals, earthenware, glassware and cements
 Animals, agricultural and pastoral products

Import decreases occurred in oils, waxes, resins, paints and varnishes, jewellery timepieces, fancy goods and musical instruments.

The following figures indicate the value of imports from Canada into the Union of South Africa between 1938 and 1944, the position occupied by her as the source of supply and the percentage of the whole represented by the value of such imports:

Imports from Canada into South Africa

	Position	Per Cent	Value
1938	4	3.6	£3,011,328
1939	3	4.3	3,629,025
1940	3	8.9	8,519,820
1941	3	6.7	6,652,810
1942	4	4.9	3,946,554
1943	8	2.5	1,819,927
1944	7	4.1	3,268,573

Origin of Imports by Countries

The following figures indicate the origin of imports by countries. Where figures are omitted, the percentage was less than 0.5.

	1938	1939	1940	1941	1942	1943	1944
United Kingdom	43.8	41.1	36.4	30.0	39.2	25.6	29.5
United States of America	19.4	20.6	24.7	38.8	20.5	16.5	22.5
Canada	3.6	4.3	8.9	6.7	4.9	2.5	4.1
India	1.8	2.5	3.5	3.9	8.9	11.2	13.4
Argentina	0.5	0.5	0.6	1.0	2.6	13.2	5.2
Brazil .....	....	....	....	0.8	2.1	8.3	4.6
Belgian Congo .....	....	....	....	0.7	2.1	4.1	4.2
Iran	1.6	2.2	3.6	2.4	4.5	5.2	3.6
Southern Rhodesia	0.5	0.5	0.5	0.6	1.2	1.5	2.6
Portuguese East Africa .....	....	....	....	0.4	0.9	1.5	1.2
Japan	3.3	3.4	5.0	....	....	....	....
Netherlands Indies	1.4	2.2	2.0	....	....	....	....
Belgium	2.1	2.3	1.2	....	....	....	....
Australia	0.8	0.5	1.2	0.9	1.7	1.0	0.6
Sweden	1.8	1.8	1.1	....	....	....	....
Germany	5.8	4.0	....	....	....	....	....

(Ed.—Figures recently released by the Dominion Bureau of Statistics at Ottawa reveal that exports to the Union of South Africa for the first

six months of 1946 had a value of \$25,753,476, as compared with \$15,213,106 for the corresponding period last year. Converted at the current exchange rate of \$4.03 to the pound, these totals are £6,390,440 and £3,773,326 respectively. Should the volume of trade continue at its present rate, and should there be a close relationship between the statistics prepared by the Canadian and South African Governments, imports from Canada for the current calendar year would be four times the value recorded in 1944 or in 1938.)

Marble and Cherries Feature Recent Cargo of Italian Commodities

Private trade channels being re-established and former connections with importers resumed—Exporters permitted to retain half foreign exchange, remainder being placed at disposal of Italian Government to purchase essentials.

By J. P. Manion, Appointed Trade Commissioner at Rome

(Ed.—Although the office in Rome has not yet been opened, Mr. Manion returned recently from Italy after completing an economic survey in that country.)

Marble and cherries featured a consignment of Italian products recently discharged in Montreal from one of the Canadian ships now operating in a service between that port and the Western Mediterranean, amounting respectively to more than 300,000 pounds and nearly 250,000 pounds. Large quantities of nuts and broom corn were also unloaded.

Since the re-establishment of private trade channels by Italy last February, exports from that country to Canada have taken on increasing importance. Italian firms are now shipping to their former agents or representatives in this Dominion, and attempts have been made to establish direct connections where, prior to the war, supplies were secured from stocks of Italian merchandise imported by New York brokers.

The following items were included in the cargo recently discharged in Montreal:

	Quantity in Pounds
Nuts	83,752
Mercury	31,020
Earthenware	407
Used books	3,907
Broom corn	79,904
Alabaster works	15,866
Marble	307,000
Straw goods	170
Linen	40
Wooden wares and woodwork	244
Leather works	80
Metal ware	240
Wine	528
Hemp	12,346
Accordions	1,368
Cherries	242,000
Jute carpets	9,900
General	48

Exporters Retain Half Exchange

According to a decree, promulgated on March 23, 1942, Italian exporters are permitted to retain fifty per cent of the foreign exchange proceeds from their export operations. While the remainder of the

proceeds must be placed at the disposal of the Italian Government for the purchase of essential commodities imported into Italy, it is felt that the retention of currency by the exporters will encourage them to make import arrangements with their correspondents in foreign countries, and will thus foster the establishment of direct trading relations.

Although the Italian exporter may thus use fifty per cent of the proceeds of his sales abroad for imports of merchandise, these imports are necessarily subject to import licensing, in order to limit the use of foreign currency to those commodities considered essential to the reconstruction of Italy. Such import licences, however, are freely granted, if the commodities concerned fall within the program of necessary supplies, which has been established by the Italian Government.

Exporters of Women's Wear Urged To Develop Trade On High Level

*Satisfactory response reported from campaign
to establish confidence among foreign buyers.*

Efforts made by the National Associated Women's Wear Bureau to impress on its members the importance of developing and maintaining export trade on a high level are reported to be meeting with a satisfactory response. In order to safeguard the reputation of the Canadian industry, and to establish confidence among foreign buyers in Canadian wearing apparel, the bureau distributed to its members several months ago a special bulletin, in which they were urged "to give very serious consideration to the need to develop our export trade along sound and ethical lines.

"It is self-evident that, should the trade practices of even a small minority of exporters of women's and children's wear not be beyond reproach, our entire future export trade will suffer," the bulletin continued. "No higher than ceiling prices should be charged for goods being exported, and only first class merchandise should be shipped out of the country. The goodwill we develop during the present short supply period will win many friends for Canadian-made goods." Overseas buyers were being invited by the bureau to make known any complaints concerning the merchandise received by them, so that control might be exercised over the trade practices of its members.

Service to Orient Planned

Six motorships, three Norwegian and three Swedish, will maintain a semi-monthly service between Pacific Coast ports, Shanghai and North China, commencing during the latter part of August. An announcement to this effect was made by the Empire Shipping Company, Ltd., Vancouver, B.C., agents for the Pacific Orient Express Line. The *M.V. Vito* will sail from Vancouver on August 26-27, after loading in San Francisco, the Columbia River and Puget Sound, proceeding thence to Shanghai. She will be followed by two new Norwegian motorships, the *M.V. Vilja* in September and the *M.V. Vingnes* in October. It is reported that the new Swedish motorships *Mongabarra*, *Boolongena* and *Mongarella* will enter the service as soon as practicable. With the exception of the *Vito*, completed in 1939, all these vessels were launched in 1944 or 1945. They have a speed of 14 knots, are provided with passenger accommodation and are approximately 9,000 deadweight tons.

Patents and Trade Marks Are Under Consideration In South Africa

*Legislation is proposed to validate assignment of trade mark without goodwill of owner—
Life of secret, wartime patents to be extended
—Plan differs from practice in Canada.*

Johannesburg, July 5, 1946.—New principles are proposed for the trade mark law of South Africa through the Patents, Designs and Trade Marks Amendment Bill, which was introduced in the House of Assembly in June. This gives the proprietor of a registered trade mark the right to assign it without the goodwill of the business with which it is connected, and to permit the use of the trade mark by some other person, called a "registered user". Another section of the Bill is designed to remove certain disabilities, which were suffered by patentees and those who wished to make application for patents, owing to the war. It is not the intention of the Union Government to pass the Bill this session, but to provide an opportunity for the public to fully examine its various provisions during the recess.

Present Law Deemed Obsolete

The South African law of trade marks has been developed on the theory that the public regarded a trade mark as an indication that the goods bearing the mark emanated from a particular business exclusively. It was also considered that, if the link between the trade mark and the business was broken, it would be contrary to public policy to recognize the continuance of any exclusive right to the mark. It was found that, owing largely to the growth of limited companies and the practice of operating through subsidiaries, the old rules had become artificial.

The Bill is designed to permit assignments under suitable safeguards. The provisions on this point are being made retroactive, because many such assignments have been made in the past, with the result that a number of trade marks, some of them very valuable property, have been rendered invalid.

A class of "registered users" is being introduced to meet the growing demand for a modification of the law, which restricts the use of the mark to the proprietor. The relevant clause would not allow unrestricted licensing, but enable the registered proprietor to allow another person or persons to use his trade mark in a manner to be controlled by the Registrar of Patents, Designs and Trade Marks, who would take into account the interests of the public.

Differs from Canadian Practice

Although the proposed Bill is similar to the Trade Marks Act, passed by the United Kingdom in 1938, it differs materially from Canada's "Unfair Competition Act", of 1932. According to present Canadian law, no assignments without the goodwill of the business that has been using the mark are considered valid. Nor are partial or territorial assignments allowed. An exception is made in the case of standardization marks, but there are few of these.

Life of Frozen Patents Extended

Due to war conditions, some patents were "frozen", that is kept secret, on instructions from the Secretary for Defence under the Emergency Regulations. The result was that for some time, possibly as long as the

duration of hostilities, the patentee was deprived of the benefit of his patent. The effective life of his patent, which is normally fourteen years, was correspondingly shortened. The present South African law enables the patentee to obtain an extension by applying to the Courts, but this procedure is considered slow and expensive. The proposed Bill seeks to allow an application for an extension of the patent to be made to the Registrar, where loss or damage is alleged to have occurred due to the war. The Registrar may extend the patent for a period no greater than that during which it was frozen or, if in the meantime it has lapsed, restore it to the patentee in a suitable case. The Bill would also grant relief to persons who could not file applications for patents in time, owing to conditions arising from the war.

Under Canadian law, the life of a patent is seventeen years, but no provision has been made for the extension of patents frozen during the war years.

Foreign Trade Zone for New Orleans

Washington, D.C., July 19, 1946.—New Orleans will have a free port zone, the necessary approval having been granted by the Foreign Trade Zones Board of the Department of Commerce on July 18. It is reported that this will be operated in much the same way as Foreign Trade Zone No. 1, which was established in New York City in 1937.

The Board of Commissioners of the Port of New Orleans, which made application during the war for establishment of a free zone, have 1,167,000 square feet of wharves, warehouses, freight-car loading facilities, balcony and office space available in this area. Craneways and other machinery for moving freight are already provided in the zone. It is near the New Orleans public belt railroad, which connects with railways serving the city.

Excessive dampness, due to the proximity of the river, and the normal high humidity of New Orleans, which rots bagging and some commodities, is claimed to be an objection to choice of the site. It is expected, however, that this will be overcome by the installation of heating units to reduce humidity. The United States Army used this system at its embarkation wharves, and it proved satisfactory.

SHIPMENTS OF PUREBRED CATTLE—Continued from Page 155

enter Australia or New Zealand. This factor favours Canada, as transportation and feeding costs en route are lower and there is less delay in making delivery.

Health of Animals Important

The Dominion Health of Animals Division has spared no effort in its attempt to eradicate, control and prevent disease. It has been so successful that Canadian live stock can claim to be the healthiest in the world. There has never been a case of the destructive and dreaded "Foot and Mouth Disease" in this country, and the percentage of T.B. infection is very low. Cattle in the so-called T.B. free areas, of which there are a large number, that react to the tuberculin test are required to be slaughtered, the owner being compensated for his loss by the Canadian Government. In this way, the risk of infection spreading is reduced to a minimum.

There are 2,684 herds under supervision by this division for the control of Bang's Disease (contagious abortion). Of this number, 1,809 are listed as free from the disease. Other diseases have either been eradicated

or so controlled that no serious outbreaks have occurred for many years. Stock cars are thoroughly cleaned and disinfected after animals have been unloaded and before others may be embarked. This strict and efficient supervision of Canadian live stock is a guarantee for importers of Canadian breeding animals.

The following tables reveal the remarkable increase in exports of live stock for breeding purposes, and the number of countries to which they have been shipped. China will be added to the list this year. This trade has increased eight-fold in fifteen years, from a total value of \$1,492,000 in 1930 to \$11,916,000 in 1945. It would appear that figures for this and subsequent years will be even higher.

Beef and Dairy Cattle Exports in 1945

Country	*Cattle—Purebred		*Dairy Cattle	
	No.	Value	No.	Value
Alaska .....	....	....	11	\$ 660
Argentina	6	\$ 7,550	....	....
Australia	1	1,100	....	....
Barbados	4	1,025	....	....
Bermuda .....	....	....	20	2,760
Brazil	3	2,420	....	....
B.W.I. (other)	39	9,039	33	6,097
Chile	1	2,200	....	....
Colombia	139	60,844	....	....
Ecuador	5	6,160	....	....
Jamaica	10	4,675	....	....
Mexico	1,316	267,115	68	13,825
Newfoundland	167	35,290	463	75,699
New Zealand	6	7,975	....	....
Panama	34	9,116	....	....
Peru	4	8,890	....	....
Puerto Rico	247	85,529	....	....
St. Pierre .....	....	....	31	3,256
San Domingo	163	36,858	2	400
South Africa	6	14,600	....	....
United Kingdom	4	4,500	....	....
United States	21,911	4,590,450	46,676	6,348,897
Uruguay	5	6,215	....	....
Total	24,071	\$5,161,361	47,304	\$6,451,594

Canadian Live-stock Exports Over Fifteen Years

Year	*Cattle Purebred		*Dairy Cattle		Sheep Purebred	
	No.	Value	No.	Value	No.	Value
1930	3,017	\$ 602,689	9,257	\$ 890,687	....	....
1938	9,251	865,108	7,663	490,900	2,501	58,406
1939	10,046	923,772	9,477	621,356	2,851	60,464
1940	13,043	1,364,626	9,937	677,620	3,629	86,597
1941	16,080	1,925,895	13,719	1,068,658	3,916	100,569
1942	15,354	2,353,477	19,139	2,052,467	3,872	104,613
1943	19,938	3,969,291	37,327	5,290,636	2,871	88,043
1944	17,289	3,639,675	36,515	5,097,581	3,546	107,200
1945	24,071	5,161,361	47,304	6,451,594	3,470	93,163
1946 (5 months)	9,801	2,326,748	24,847	3,575,890	538	11,744
	Swine Purebred		Poultry Purebred		Baby Chicks	
	No.	Value	No.	Value	No.	Value
1930 .....	....	....	....	....	....	....
1938	114	\$ 5,186	15,509	\$ 15,839	....	....
1939	170	3,948	19,541	16,430	....	....
1940	103	2,276	13,542	19,091	10,179	\$ 2,383
1941	201	4,296	11,391	16,469	7,065	1,828
1942	177	5,746	6,727	12,266	10,401	3,397
1943	574	23,943	12,403	25,489	4,730	1,592
1944	237	12,007	35,163	62,691	3,242	1,165
1945	852	35,520	26,650	61,879	849,880	115,218
1946	394	20,753	1,165	6,557	23,407	5,044

*"Cattle Purebred" include beef and dairy breeds, the latter being in the majority. "Dairy Cattle" are mostly grade animals with good production records, and several crosses of purebred blood in them.

Poultry Breeding Program

Canada has had an official poultry breeding program in operation for the past twenty-five years. This is known as the Record of Performance for Poultry, commonly abbreviated to "R.O.P." It embraces records of egg production, egg weight, egg quality, growth, meat production, livability, hatchability and standard qualities collected on individual birds and analyzed on a family basis. Family and progeny testing are the basis of selection in R.O.P. and all records are averaged for the birds comprising a family and a flock at the beginning of the year, not for the birds surviving or remaining at the end of the record year. This method of reporting production is stringent, but provides an accurate measure of the economic value of various strains. Individual records, as high as 354 eggs, family records over 300 eggs, and flock averages over 250 eggs, have been officially reported. In addition to genetic improvement for livability and resistance to disease, Canada's National Poultry Improvement Program also contains measures for the eradication of pullorum disease, as well as for the sanitary operation of hatcheries.

The most popular breeds entered in the Canadian Record of Performance are Single Comb White Leghorn, Barred Plymouth Rock, New Hampshire, Single Comb Rhode Island Red, White Wyandotte, White Plymouth Rock and Light Sussex.

All R.O.P. birds are inspected and officially banded by competent government inspectors and a second inspection is required for stock to be exported.

Air Shipment of Chicks Anticipated

Although the demand for livestock from abroad has been mainly for dairy cattle, and will likely continue, it is noted that other classes have been exported in ever increasing numbers during recent years. Canadian animals have been shipped to countries with a wide variety of climates and, with few exceptions, have done as well as or better than the native stock. Even tropical conditions, experienced in some of the Latin American republics, have failed to produce any serious effect. The few exceptions have occurred in countries where diseases, to which the native stock has developed immunity, such as tick fever, have attacked the healthy Canadian stock. There has been a tremendous increase in the sale of baby chicks. If and when shipment can be made economically by air, it is expected that exports will make further advances.

Canada is well situated geographically, her climate is suitable and her vast agricultural areas are readily adaptable for breeding purposes. The industry contributes to a balanced agricultural economy and, furthermore, has a moral value in arousing the interest of young Canadians in the maintenance and development of livestock clubs. The realization that the results of their efforts, as breeders, might some day contribute towards the improvement of livestock in a distant corner of the world should provide desirable stimulation for these young people. It only remains for the breeders of livestock in Canada to continue improving the quality of their animals, and to ensure that only the best animals in required classes are sent abroad, for Canada to be recognized as one of the livestock leaders in the world.

Trade and Tariff Regulations

Brazil Suspends Duty on Implements

A Brazilian decree-law of June 21, 1946, suspended for a period of six months the payment of customs duties and other charges on imports of agricultural tools, such as hoes, mattocks, coarse-ground or unground knives for cutting sugar cane and the like, pit irons, bill-hooks, hand-hooks, pitch-forks, garden-forks, reaping-hooks, axes, hatchets, spades and picks.

British Honduras Restores Duty on Apparel

The British Honduras Colonial Secretary's Office has announced that regulations made under the Emergency Powers (Defence) Act 1939, with certain exceptions, expired on February 24, 1946. As a result, import duties in British Honduras on certain underwear, footwear, hosiery and leather of non-Empire origin, which had been reduced under the War Defence Regulations, have been restored to the pre-war rates.

The items affected, with former rates of duty shown in parentheses, are:

	British Preferential Tariff	General Tariff
Vests, singlets and other articles of men's underwear .....ad val.	12½ %	12½ % plus \$2 per dozen (25%).
Boots and shoes wholly of rubber....per pair	25 cts.	50 cts. (25 cts.)
Canvas shoes with rubber soles.....per pair	10 cts.	35 cts. (10 cts.)
Leather boots and shoes with rubber soles .....ad val.	12½ %	12½ % plus 50 cts. per pair (25%).
Other footwear .....ad val.	12½ %	12½ % plus 45 cts. per pair (25%).
Cotton hosiery .....per pair	12½ %	12½ % plus 13 cts. per pair (25%).
Leather and other material for manufacture of boots and shoes .....ad val.	12½ % (5%)	25 % (10%).

The regulation limiting the amount of insurance to be included in the c.i.f. valuation of goods for duty purposes to 5 per cent of the landed cost of the goods was also withdrawn on the expiry of the Defence Regulations.

Southern Rhodesia Admits Ploughs

Permits will no longer be required for the importation into Southern Rhodesia of single-furrow ploughs, under 120 pounds in weight, including spares and attachments, according to a dispatch from Mr. J. H. English, Commercial Counsellor for Canada at Johannesburg.

Fort Worth Trade Exposition Postponed

The Inter-American Trade Exposition and Conference, which was to have been held at Fort Worth, Texas, from October 6 to 12, 1946, has been postponed for twelve months. The executive committee of the Texas Pan-American Association decided to postpone the exposition only after a broad survey had been made of economic conditions in the United States and Latin America, revealing delays in reconversion plans. As a result, it was maintained that manufacturers would be unable to meet demands for products and were not in a position to make commitments on deliveries and prices.

Minesweepers Among War Assets Available for Export Sale

Vessels on East and West Coasts being offered for \$20,000 each—Gross tonnage 664 and speed sixteen knots.

Minesweepers, located on the East and West Coasts, are among items of surplus equipment being offered for sale and subsequent export by the War Assets Corporation. These vessels, of the "Bangor" class, will be available for \$20,000 each. They are of steel construction, have a length of 180 feet, beam of 28 feet 5 inches, depth of 15 feet 6 inches, draught of 8 feet 6 inches and a gross tonnage of 664.4. They are powered with steam, triple-expansion engines, of 2,400 I.H.P., fitted with two watertube, oil-fired boilers, which furnish a speed of 16 knots. They were constructed in 1942, 1943 and 1944. Due to their manoeuvrability and shallow draught, these vessels are claimed to be suitable for use in coastal and inland waters, as mixed cargo and passenger craft, pilot boats, lightships, lighthouse tenders, private yachts, or for fishery protection and patrol duties.

Some 224,000 pounds of magnesium powder, located at Trail, B.C., is being made available for forty cents a pound. It consists of 124,000 pounds of Grade O; 13,200 pounds of Grade 3 and 87,200 pounds of Grade 5 powder.

A large number of threadcutting taps and dies, all British standards, some boxed in sets and some separate, are available in various locations throughout the Dominion. Most of these have been used, but they are declared to be in good condition.

Enquiries are invited concerning a number of geometric chasers (Whitney, B.S.F., T.P.I.) for Landis dies, which are new and in good condition, together with a number of used H.S. geometric chasers.

Nine boxes of various type machine screws in British standards are being offered for sale at Scarboro, Ont. They are new and unused, sorted by sizes, but the ranges are incomplete.

Other items, as listed below and described in previous issues of the *Commercial Intelligence Journal*, are still available for sale:—
July 20 issue:—

Coastal Cargo vessels, 300 tons.

Tanac Class Tugs, 64 feet. *Note that these are now offered at \$30,000.*

Ramp Cargo Lighters, capacity 35 tons.

Winches, minesweeping.

Mobile milk reconstruction units.

Water distilling plants, capacity 100 tons a day.

Bedsteads, double tier, *ends only*. 3,000 ends remain unsold, offered at \$1.75 each.

Prophylactic tubes.

July 27 issue:—

Winches, trawler.

Marine engines and boilers.

Shaving brushes.

All prices quoted by the War Assets Corporation are on an "as is, where is" basis, while offerings are subject to prior sale or withdrawal. Applications should be submitted to the Export Sales Division, No. 4 Temporary Building, Ottawa.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service.
Brantford—Board of Trade.
Brockville—Chamber of Commerce.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Fredericton—Board of Trade.
Granby—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.

Montreal—Montreal Board of Trade.
Niagara Falls—Chamber of Commerce.
Oshawa—Chamber of Commerce.
Quebec City—Board of Trade.
Saint John—Board of Trade.
Sarnia—Chamber of Commerce.
Toronto—Can. Manufacturers' Assoc.
Vancouver—Can. Manufacturers' Association.
Welland—Board of Trade.
Windsor—Chamber of Commerce.

L. H. Ausman, formerly trade commissioner at New York, has been appointed trade commissioner at Leopoldville, Belgian Congo, where he will open a new office. His territory will include Angola, Kenya, Tanganyika and Uganda. He concluded his tour at Calgary on July 24.

Maurice Bélanger, commercial secretary, Canadian Embassy, Rio de Janeiro, Brazil, has recently returned to Canada, and commenced his tour in Toronto on July 8.

C. Blair Birkett, who has spent the last six years in New Zealand as trade commissioner, recently returned, and commenced his tour in Ottawa on July 8. He has been appointed trade commissioner at Guatemala City, where he will open a new office on concluding his tour of Canada.

H. L. Brown, recently returned from Johannesburg, South Africa, where he was trade commissioner, began his Canadian tour in Toronto on July 15. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo.

Arthur E. Bryan, recently appointed Chief Trade Commissioner in the United Kingdom, is presently in Canada. Although he is not making an official tour of the country, he plans to visit Toronto from August 5 to August 12; and Montreal from August 13 to 19. He will be concerned principally with business emanating from Liverpool, where he was formerly stationed as trade commissioner.

J. P. Manion, who has recently completed a trade mission to North Africa, Switzerland and Italy, writing a series of reports that are running currently in the *Commercial Intelligence Journal*, has been appointed trade commissioner at Rome, to which the office previously located in Milan has been transferred.

T. J. Monty, formerly trade commissioner at Los Angeles, Cal., is being transferred to Athens, Greece, as commercial secretary at the Canadian Embassy. His territory will include Turkey.

Paul Sykes, who has recently returned from Bombay, India, commenced his tour at Kingston, Ont., on July 15. His territory included Burma and Ceylon.

Their itineraries are as follows:—

Maurice Bélanger

(Commercial Secretary, Canadian Embassy, Rio de Janeiro)

Montreal—Aug. 1-10.

C. Blair Birkett

(Appointed Trade Commissioner at Guatemala City)

Quebec City—Aug. 3.
Oshawa—Aug. 7.
Toronto—Aug. 8-21.
Hamilton—Aug. 22-26.
Kitchener—Aug. 27.

London—Aug. 28-29.
Sarnia—Aug. 30-31.
Windsor—Sept. 3.
Brantford—Sept. 6.

H. L. Brown

(Recently Trade Commissioner at Johannesburg)

Toronto—Aug. 5-7.
Welland—Aug. 8.
Niagara Falls—Aug. 9.
Kingston—Aug. 12.
Brockville—Aug. 13.
Montreal—Aug. 14-23.
Sept. 5-19.

Quebec—Aug. 24.
Charlottetown—Aug. 27.
Halifax—Aug. 29-30.
Saint John—Sept. 2-3.
Fredericton—Sept. 4.
Ottawa—Sept. 19-21.

T. J. Monty

(Appointed Commercial Secretary, Canadian Embassy, Athens)

Hamilton—Aug. 6-7.
London—Aug. 8.
Brantford—Aug. 9.
Kitchener—Aug. 10.

Winnipeg—Aug. 13.
Calgary—Aug. 15.
Vancouver—Aug. 19-24.

Paul Sykes

(Recently Trade Commissioner at Bombay)

London—Aug. 6.
Brantford—Aug. 7.
Welland—Aug. 8.

Hamilton—Aug. 9-10.
Toronto—Aug. 12-24.

Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the sailing date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the company or agent indicated.

Departures from Montreal

* Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator
Africa-East— Lourenco Marques..	August 17	<i>Chandler</i>	Elder Dempster
Africa-South— Cape Town.....}	August 17 August 30 September 15	<i>Chandler</i> <i>Cargill</i> <i>Cottrell</i>	Elder Dempster Elder Dempster Elder Dempster
Port Elizabeth.....			
East London.....			
Durban.....}			
Argentina— Buenos Aires.....	August 5-10	<i>Monarch of the Seas</i> <i>Fort Columbia</i>	Montreal Shipping. Furness Withy
Buenos Aires.....	August 20-25		
Australia— Melbourne.....}	August 30-Sept. 4	<i>A Ship</i>	M.A.N.Z. Line
Adelaide.....}			
Brisbane.....}		<i>Port Campbell</i>	M.A.N.Z. Line
Sydney.....}			
Melbourne.....}		<i>A Ship</i>	M.A.N.Z. Line
Sydney.....}			
Melbourne.....}			
Belgium— Antwerp.....	August 5	<i>Rutenfiell</i> <i>Prins Willem Van</i> <i>Oranje</i> <i>Prins Willem IV</i>	Brock Shipping Shipping Limited Shipping Limited
Antwerp.....	August 12		
Antwerp.....	August 17		
Brazil— Rio de Janeiro.....}	August 5-10 August 20-25	<i>Monarch of the Seas</i> <i>Fort Columbia</i>	Montreal Shipping Furness Withy
Santos.....}			
Br. Honduras— Belize.....	Aug. 30-Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
China.....		<i>A Ship</i>	Montreal Shipping
Colombia— Barranquilla.....	Aug. 30-Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Costa Rica— Port Limon.....	Aug. 30-Sept. 4	<i>Beresford Park</i>	Saguenay Terminals

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator
Cuba— Havana.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Curaçao—	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
Egypt— Alexandria.....	August 25	<i>Empire Spartan</i>	McLean Kennedy
Eire— Dublin..... Dublin..... Dublin.....	July 27-31 August 9-13 August 14	<i>Lord Glentoran</i> <i>Fanad Head</i> <i>Irish Poplar</i>	McLean Kennedy McLean Kennedy Shipping Limited
Guatemala— Puerto Barrios.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Holland— Rotterdam..... Rotterdam..... Rotterdam.....	August 5 August 12 August 17	<i>Rutenfjell</i> <i>Prins Willem Van</i> <i>Oranje</i> <i>Prins Willem IV</i>	Brock Shipping Shipping Limited Shipping Limited
Honduras— La Ceiba.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
India— Karachi..... Bombay..... Madras..... Calcutta.....	August 25	<i>Empire Spartan</i>	McLean Kennedy
Mediterranean— Central Area.....			
Mexico— Vera Cruz..... Tampico.....			
Newfoundland— St. John's.....			
New Zealand— Auckland..... Wellington.....	August 9-14	<i>Samleven</i>	M.A.N.Z. Line
Auckland..... Wellington..... Lyttleton..... Dunedin.....	August 30—Sept. 4	<i>Kaikoura</i>	M.A.N.Z. Line
orthern Ireland— Belfast..... Belfast.....	August 14 August 25-30	<i>Torr Head</i> <i>Lord O'Neill</i>	McLean Kennedy McLean Kennedy
Norway—	August 5	<i>A Ship</i> <i>Rutenfjell</i>	March Shipping Brock Shipping
Panama— Cristobal.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Puerto Rico— San Juan.....	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
San Domingo— Ciudad Trujillo.....	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
Scandinavia— Baltic Ports..... Baltic Ports..... Baltic Ports.....	August 3 August 16 August 24	<i>Laholm</i> <i>Vasaholm</i> <i>Erland</i>	Swed. Amer. Mexico Swed. Amer. Mexico Swed. Amer. Mexico
United Kingdom— Avonmouth.....	August 17-24	<i>Empire Kangaroo</i>	Cunard Donaldson

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator
Bristol.....	August 7	<i>Gloucester City</i>	Furness Withy
Glasgow.....	Aug. 28—Sept. 4	<i>Norwegian</i>	Donaldson Atlantic
Glasgow.....	September 9-15	<i>Delilian</i>	Donaldson Atlantic
Hull	August 22-26	<i>Bassano</i>	McLean Kennedy
Liverpool.....	August 7	<i>Manchester Shipper</i>	Canadian Pacific
Liverpool.....	August 9-13	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	August 9-16	<i>Salacia</i>	Cunard White Star
Liverpool.....	August 12-15	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	August 16	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	August 25-30	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool.....	September 12	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	September 20	<i>Beaverford</i>	Canadian Pacific
London.....	August 5	<i>Beaverglen</i>	Canadian Pacific
London.....	August 5-10	<i>Bayano</i>	Cunard White Star
London.....	August 23-30	<i>Fort Miami</i>	Cunard White Star
London.....	September 1	<i>Beaverdell</i>	Canadian Pacific
London.....	September 9	<i>Beaverglen</i>	Canadian Pacific
London.....	October 6	<i>Beaverdell</i>	Canadian Pacific
London.....	October 14	<i>Beaverglen</i>	Canadian Pacific
Manchester.....	August 10	<i>Man. Commerce</i>	Furness Withy
Manchester.....	August 22	<i>Manchester City</i>	Furness Withy
Middlesborough.....	August 10	<i>Cairnesk</i>	Furness Withy
Uruguay—		<i>Monarch of the Seas</i>	Montreal Shipping
Montevideo.....	August 5-10	<i>Fort Columbia</i>	Furness Withy
Montevideo.....	August 20-25		
Venezuela—			
La Guaira.....	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
Maracaibo.....			
West Indies—			
Antigua.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
Antigua.....	August 4	<i>Colborne</i>	Canadian National
Antigua.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Antigua.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Antigua.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
Antigua.....	September 9-13	<i>*Chomedy</i>	Canadian National
Barbados.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
Barbados.....	August 4-10	<i>*Colborne</i>	Canadian National
Barbados.....	August 8	<i>Alcoa Pennant</i>	Alcoa Steamships
Barbados.....	August 12-15	<i>*Lorne Park</i>	Canadian National
Barbados.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Barbados.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
Barbados.....	September 9-13	<i>*Chomedy</i>	Canadian National
Bermuda.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	August 7-11	<i>Maisonneuve Park</i>	Canadian National
Bermuda.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Bermuda.....	August 15	<i>Connector</i>	Canadian National
Bermuda.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Bermuda.....	August 27	<i>*Cavelier</i>	Canadian National
Bermuda.....	September 10	<i>*Canadian Observer</i>	Canadian National
Bermuda.....	September 26	<i>*Maisonneuve Park</i>	Canadian National
Br. Guiana.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
Br. Guiana.....	August 4-10	<i>*Colborne</i>	Canadian National
Br. Guiana.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Br. Guiana.....	August 12-15	<i>*Lorne Park</i>	Canadian National
Br. Guiana.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Br. Guiana.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
Br. Guiana.....	September 9-13	<i>*Chomedy</i>	Canadian National
Dominica.....	August 4-10	<i>*Colborne</i>	Canadian National
Dominica.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
Dominica.....	September 9-13	<i>*Chomedy</i>	Canadian National

Departures from Montreal—*Con.*

Destination	Loading Date	Vessel	Operator
West Indies—<i>Conc.</i>			
Grenada.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
Grenada.....	August 4-10	<i>*Colborne</i>	Canadian National
Grenada.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Grenada.....	August 18-26	<i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
Grenada.....	August 28-29	<i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	September 9-13	<i>*Chomedy</i>	Canadian National
Jamaica.....	August 7-11	<i>Maisonneuve Park</i>	Canadian National
Jamaica.....	August 11-14	<i>Connector</i>	Canadian National
Jamaica.....	August 27	<i>*Cavelier</i>	Canadian National
Jamaica.....	September 10	<i>*Canadian Observer</i>	Canadian National
Jamaica.....	September 26	<i>*Maisonneuve Park</i>	Canadian National
Montserrat.....	August 12-15	<i>*Lorne Park</i>	Canadian National
Montserrat.....	September 9-13	<i>*Chomedy</i>	Canadian National
Nassau.....	August 7-11	<i>Maisonneuve Park</i>	Canadian National
Nassau.....	August 15	<i>Connector</i>	Canadian National
Nassau.....	August 27	<i>*Cavelier</i>	Canadian National
Nassau.....	September 10	<i>*Canadian Observer</i>	Canadian National
Nassau.....	September 26	<i>Maisonneuve Park</i>	Canadian National
St. Kitts.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
St. Kitts.....	August 4-10	<i>*Colborne</i>	Canadian National
St. Kitts.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
St. Kitts.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
St. Kitts.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
St. Kitts.....	September 9-13	<i>*Chomedy</i>	Canadian National
St. Lucia.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
St. Lucia.....	August 12-15	<i>*Lorne Park</i>	Canadian National
St. Lucia.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
St. Lucia.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
St. Lucia.....	September 9-13	<i>*Chomedy</i>	Canadian National
St. Vincent.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
St. Vincent.....	August 8	<i>Alcoa Pennant</i>	Alcoa Steamships
St. Vincent.....	August 12-15	<i>*Colborne</i>	Canadian National
St. Vincent.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
St. Vincent.....	September 9-13	<i>*Chomedy</i>	Canadian National
Trinidad.....	July 29—Aug. 6	<i>*Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	August 4-10	<i>*Colborne</i>	Canadian National
Trinidad.....	August 8-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Trinidad.....	August 12-15	<i>*Lorne Park</i>	Canadian National
Trinidad.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Trinidad.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
Trinidad.....	September 9-13	<i>*Chomedy</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the above table, the following departures are listed by operators:—

Iceland	A ship	F. K. Warren, Ltd.
Newfoundland	A ship	Furness Withy

Departures from Vancouver

Shippers in Western Canada are furnished with frequent sailings from Vancouver to various parts of the world, thereby enabling them to participate in the development of foreign markets. It is not yet possible to record in this section the names of ships and their loading dates, such information being available to operators only within a short time of their being placed on the berth. As a service to exporters, the countries to which sailings are maintained, with the names of operators to whom inquiries may be submitted, are shown below:—

Africa (South and West)	Anglo Canadian Shipping Co., Ltd. Canada Shipping Co., Ltd. Canadian Transport Co., Ltd. North Pacific Shipping Co., Ltd. Seaboard Shipping Co., Ltd. Western Canada Steamships, Ltd.
Australia	Anglo Canadian Shipping Co., Ltd. Canada Shipping Co., Ltd. Canadian Australasian Line, Ltd. Empire Shipping Co., Ltd. Western Canada Steamships, Ltd.
China	Anglo Canadian Shipping Co., Ltd. Seaboard Shipping Co., Ltd. Western Canada Steamships, Ltd.
Egypt	Seaboard Shipping Co., Ltd.
India	Anglo Canadian Shipping Co., Ltd. Canada Shipping Co., Ltd. Canadian Transport Co., Ltd. Seaboard Shipping Co., Ltd.
Mexico (West Coast)	Johnson Walton Steamships, Ltd.
Middle East	Seaboard Shipping Co., Ltd.
New Zealand	Canadian Australasian Line, Ltd.
United Kingdom	Anglo Canadian Shipping Co., Ltd. Canada Shipping Co., Ltd. Canadian Transport Co., Ltd. Empire Shipping Co., Ltd. Johnson Walton Steamships, Ltd. Seaboard Shipping Co., Ltd. Western Canada Steamships, Ltd.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

33. **Burma**—Burmese Merchants Corporation, Ltd., 120-122 Edward Street, Rangoon, Burma, have expressed an interest in contacting business houses or manufacturing concerns interested in the export to Burma of hardware, machinery and tools, paper, gramophones and records, radios, textile goods, timepieces, clocks and watches. They are also interested in making connections with Canadian importers of Burma products, such as rice, beans, lac, cotton, seed oils, timbers, metal ores, rubber, rubies and other precious stones. Canadian firms interested should reply direct to the Burmese Merchants Corporation, Ltd. File 32248.
84. **French Morocco**—Outillage Petitt-Moulin, 115 Boulevard de Marseille, Casablanca, French Morocco, have expressed an interest in importing mechanics' hand tools (wrenches, pliers, etc.), wood working tools, metal and wood machine tools (band saws, circular saws, lathes, boring and milling machines, etc.) and tools for these machines (drills, cutters, reamers, etc.). File 25295.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in respect of shipments to countries in non-sterling areas, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations July 22	Nominal Quotations July 29
Argentina	Peso	Off.	.2977	.2977
		Free	.2460	.2462
Australia	Pound	....	3.2160	3.2160
Belgium and Belgian Empire	Franc	....	.0228	.0228
Bolivia	Boliviano	....	.0238	.0238
British West Indies (except Jamaica)	Dollar	....	.8396	.8396
Brazil	Cruzeiro	Off.	.0606	
		Free	.0518	.0534
Chile	Peso	Off.	.0517	.0517
		Export	.0400	.0400
Colombia	Peso	....	.5698	.5698
Cuba	Peso	....	1.0000	1.0000
Czechoslovakia	Koruna	....	.0200	.0200
Denmark	Krone	....	.2084	.2084
Ecuador	Suere	....	.0740	.0740
Egypt	Pound	....	4.1333	4.1333
Eire	Pound	....	4.0300	4.0300
Fiji	Pound	....	3.6363	3.6363
Finland	Markka	....	.0073	.0073
France and French North Africa	Franc	....	.0084	.0084
French Empire—African	Franc	....	.0143	.0143
French Pacific possessions	Franc	....	.0202	.0202
Haiti	Gourde	....	.2000	.2000
Hong Kong	Dollar	....	.2513	.2513
Iceland	Krona	....	.1545	.1545
India	Rupee	....	.3022	.3022
Iraq	Dinar	....	4.0300	4.0300
Italy	Lira	....	.0044	.0044
Jamaica	Pound	....	4.0300	4.0300
Mexico	Peso	....	.2058	.2058
Netherlands	Florin	....	.3770	.3770
Netherlands East Indies	Florin	....	.3770	.3770
Netherlands West Indies	Florin	....	.5303	.5303
New Zealand	Pound	....	3.2402	3.2402
Norway	Krone	....	.2015	.2015
Palestine	Pound	....	4.0300	4.0300
Peru	Sol	....	.1550	.1550
Philippines	Peso	....	.5000	.5000
Portugal	Escudo	....	.0403	.0403
Siam	Baht	....	.1000	.1000
Spain	Peseta	....	.0916	.0916
Straits Settlements	Dollar	....	.4702	.4702
Sweden	Krona	....	.2785	.2785
Switzerland	Franc	....	.2325	.2325
Turkey	Piastre	....	.0077	.0077
Union of South Africa	Pound	....	4.0300	4.0300
United Kingdom	Pound	....	4.0300	4.0300
United States	Dollar	....	1.0000	1.0000
Uruguay	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela	Bolivar	....	.2985	.2985

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in twenty-seven British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

CANADIAN GOVERNMENT TRADE COMMISSIONERS

The title, **Canadian Government Trade Commissioner**, should be used in addresses of letters, except where otherwise indicated. Cable address, *Canadian*, unless otherwise shown.

Argentina

Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 487, Buenos Aires (1).
Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.
Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metr pole, 7th Floor, Av. Presidente Wilson 165.

British India

Acting Trade Commissioner. Address for letters—P.O. Box 866, Bombay. Office—Gresham Assurance House, Mint Road.
Territory includes Burma and Ceylon.

British Malaya

ARTHUR WILDING, Canadian Commercial Agent. Address for letters—% Chartered Bank of India, Australia and China, Singapore, Straits Settlements.
Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India. *Cable address, Wilding, Chartered Bank, Singapore.*

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.
Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.
Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Ltd. Building.
Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523.
Territory includes Republic of Panama, the Canal Zone, Nicaragua, and Costa Rica.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.
Territory includes Haiti, the Dominican Republic, and Puerto Rico.

Egypt

RICHARD GREW. Address for letter—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.
Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.
Territory includes Switzerland.
J. H. TREMBLAY, Commercial Secretary (Agriculture). Office—3 rue Scribe, Paris.
Territory includes Belgium, the Netherlands, and Denmark.

Hong Kong

Acting Trade Commissioner. Address for letters—% Passenger Department, Canadian Pacific Railway Company.

Ireland

E. L. MCCOLL 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

CANADIAN GOVERNMENT TRADE COMMISSIONERS—*Concluded*

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Territory includes Guatemala, Honduras, and Salvador.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 33, Auckland. Office—Yorkshire House, Shortland Street.

Territory includes Fiji and Western Samoa.

Norway

S. G. MacDONALD, Commercial Secretary, Canadian Legation to Norway, Fridtjof Nansens Pluss 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Orange Free State, the Rhodesias, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, Cantracom.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province and Southwest Africa, Natal, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, Cantracom.

Until further notice, trade inquiries should be addressed to the Johannesburg office.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland. *Cable address, Canadian Stockholm.*

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: H. L. E. PRIESTMAN, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England and East Anglia.

Cable address, Sleighing, London.

London: W. B. GORXALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucum.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy Annex, 1771 N Street N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSERT. Address for letters—% Royal Bank of Canada, Caracas.

Territory includes Netherlands West Indies.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, AUGUST 10, 1946

Imports for Six Months Surpass Pre-War Totals for Twelve

Statistics for half-year ended June show imports of \$879,874,953, compared with \$798,694,969 in first six months of 1945 and with \$751,055,534 for twelve months of 1939—Substantial advance in shipments from the U.K.—Latin-America is important source of supply—United States total is unchanged—Trade balance drops with decline in exports, principally to the U.K. and U.S.A., following end of war—Export values exceed import totals—June figures higher than for corresponding month in last three years.

Canadian imports during the first six months of the current calendar year were valued at \$879,874,953, compared with a figure of \$798,694,969 during the corresponding period last year. The United States continued, as before the war, in the leading role as a source of supply for Canada, commodities and raw materials valued at \$618,367,109 having been procured from that country. The conclusion of hostilities last August has had little effect on the total flow of imports from across the border, as the value for the first half of 1945 amounted to \$618,120,814, which is only \$246,295 less than in the same period this year.

Marked Advance in Imports from U.K.

While the United Kingdom retains her positions as the second most important source of supply, the conversion of her industrial potential from a war to peacetime basis is reflected in the marked advance in the value of her shipments to Canada. Imports from Great Britain during the first six months of 1946 were valued at \$110,894,212, compared with a total of \$66,412,209 in the corresponding period last year, which represents an increase of \$44,482,003. Compared with 1939, these figures are even more impressive, as imports for the last six months have a value of only three million dollars less than for the twelve months of 1939, amounting to \$114,007,000.

Heavy Shipments from Latin-America

Figures released this week by the External Trade Branch, Dominion Bureau of Statistics, reveal that ten Latin-American republics contributed sixty million dollars to Canada's imports during the first six months of the current year; Venezuela being in the van with \$11.0 million, followed by Mexico with \$10.6 million, Honduras with \$8.5 million, Brazil with \$7.7 million, Cuba with \$7.1 million, Colombia with \$5.2 million, San Domingo with \$3.5 million, Argentina with \$2.9 million, Guatemala with \$2.2 million and Salvador with \$2.0 million.

Twelve-Month Figures Surpassed in Six

With the exception of the six war years (1940-1945), when imports were increased by the demand of industry for materials with which to produce munitions and other supplies for the armed forces, imports for the first half of this year were higher than for any twelve-month period since 1930. The total for 1939 was \$751,055,534, compared with \$879,874,953 for only six months in 1946. If the flow continues at the same rate during the second half of this year, the total imports for twelve months should equal the peak figure of \$1,758,000,000, recorded in 1944.

Many Countries Contribute to Rise

Compared with the corresponding period in 1945, substantial increases are recorded in Canadian imports from the following countries during the first six months of 1946: Afghanistan, Belgium, Belgian Congo, Brazil, China, Cuba, France, Guatemala, Haiti, Honduras, Italy, Jamaica, Liberia, Mexico, Netherlands West Indies, New Zealand, Nigeria, Salvador, South Africa, Straits Settlements, Sweden, Switzerland, and Venezuela.

On the other hand, substantial decreases in Canadian imports are recorded for the first six months of 1946, compared with the same period in 1945, from the following countries: Argentina, Barbados, British Guiana, British India, Ecuador and the Gold Coast.

Imports into Canada by Leading Countries

	6 Months 1946	6 Months 1945	12 Months 1939	Rank 1946	Rank 1939
	(Millions of Dollars)				
United States	618.4	618.1	496.8	1	1
United Kingdom	110.9	66.4	114.0	2	2
British India	15.1	17.5	9.8	3	5
Venezuela	11.0	7.1	1.9	4	27
Mexico	10.6	7.3	.5	5	41
Honduras	8.5	3.9	....	6	..
Australia	8.5	8.7	11.2	7	4
Brazil	7.7	2.6	1.1	8	29
Cuba	7.1	3.9	.9	9	31
Jamaica	5.7	3.0	4.3	10	13
Colombia	5.2	5.5	5.4	11	10
New Zealand	4.8	3.7	4.2	12	14
South Africa	4.8	3.4	4.0	13	15
Switzerland	3.9	2.6	3.5	14	19
British Guiana	3.6	5.1	6.9	15	7
Nigeria	3.6	2.2	....	16	..
San Domingo	3.5	2.5	....	17	..
Newfoundland	3.4	3.4	1.9	18	26
Argentina	2.9	4.9	4.4	19	12
Spain	2.8	1.7	.7	20	35
Gold Coast	2.3	4.0	.2	21	48
Guatemala	2.2	.9	.1	22	55
Ceylon	2.1	3.6	3.6	23	18
Salvador	2.0	1.0	....	24	..
Sweden	1.9	....	2.3	25	25
Fiji	1.9	.7	2.8	26	20
Barbados	1.9	3.4	3.9	27	16
British East Africa	1.6	1.0	2.6	28	..
Afghanistan	1.5	.2	Nil	29	..
Belgium	1.5	....	6.8	30	8
Russia	1.4	.9	.4	31	41
China	1.3	....	2.8	32	21
Trinidad	1.2	1.5	2.7	33	22
Netherlands West Indies	1.2	.6	.3	34	46
Portugal	1.2	.6	.3	35	45
Iraq	1.2	.9	.5	36	38
Total British Empire	174.7	130.1	188.9		
Total Foreign Countries	705.1	668.6	562.1		
Grand total	879.8	798.7	751.0		



Ships load heavy cargoes of Canadian commodities and return with imports for consumption.

Commodity Groups Show Rise

Increases are recorded by all the commodity groups for the first half of 1946, compared with the corresponding period of 1945, with the exception of non-ferrous metals and their products, which are only slightly down, and certain miscellaneous commodities. Figures indicating imports in the respective groups for the six months ended on June 30, 1946, as compared with corresponding figures for 1945 and with those for twelve months in 1932 are shown below:—

Imports by Commodity Groups

	6 Months 1946	6 Months 1945	12 Months 1932
	(Millions of Dollars)		
Agricultural and vegetable products	151.4	117.3	97.6
Animals and products	30.9	22.2	17.5
Fibres and textiles	118.2	100.2	69.0
Wood and paper	33.4	23.9	22.8
Iron and products	209.8	201.1	67.3
Non-ferrous metals	52.4	55.1	22.0
Non-metallic minerals	137.3	118.3	95.3
Chemicals and products	46.8	39.4	27.9
Miscellaneous products	99.6	121.3	33.2
Total	\$879.9	\$798.7	\$452.6

It will be noted in the above table that imports in each of the groups for the twelve-month period of 1932—a depression year—are substantially lower than in the six-month period of 1946 under review.

Canada's Trade Balance Favourable

The following table illustrates changes in the trade balances during the past twelve months. Although the value of domestic exports to the United States in the first six months of 1945 equalled the value of imports from that country, there has been a material decline in the value of exports to the United States in the same period of 1946 without any corresponding decrease in the value of imports. Exports to the United Kingdom have suffered a substantial drop, which can be attributed to the transition from war to peace and the cessation of munitions shipments, but the trade balance still favours Canada. Domestic exports to other Empire countries have also declined, whereas there is no change in the import situation. There has been a slight advance in domestic exports to foreign countries other than the United States, though this is less than the corresponding increase in imports.

Imports and Domestic Exports for Six Months

	Imports 6 Months		Exports 6 Months	
	1945	1946	1945	1946
	(Millions of Dollars)			
United Kingdom	66.4	110.9	578.8	266.1
Other Empire	63.7	63.8	264.9	133.3
United States	618.1	618.4	618.2	396.4
Other Foreign	50.5	86.8	256.5	267.0
Totals	\$ 798.7	\$ 879.9	\$1,718.4	\$1,062.8

Imports in June Correspondingly Higher

Canadian imports during the month of June were valued at \$157,-658,150, which is larger than figures for corresponding months in the previous three years. The following table, prepared by the External Trade Branch, Dominion Bureau of Statistics, indicates for purposes of comparison the situation since January, 1943:—

Monthly Imports (Excluding Gold)

	1943	1944 (Millions of Dollars)	1945	1946
January	127.3	126.4	129.7	140.3
February	114.4	138.4	112.4	117.0
March	146.1	150.8	132.5	140.0
April	150.7	137.5	133.8	160.8
May	154.4	159.0	143.8	164.2
June	146.7	152.5	146.5	157.6
July	150.9	148.5	138.7	....
August	149.1	157.3	128.1	....
September	137.3	159.7	122.3	....
October	162.9	160.0	134.4	....
November	160.3	141.6	142.4	....
December	134.9	127.2	121.2	....
Totals	1,735.0	1,758.9	1,585.8	879.9

A review of these monthly totals indicates that the conclusion of hostilities has had little effect on the overall value of imports into Canada. An analysis of the trade statistics for June will be presented in the August 17 issue of the *Commercial Intelligence Journal*.

Imports into Canada for Consumption, by Countries

	Month of June		Six months ended June	
	1945	1946	1945	1946
British Empire—				
United Kingdom	\$ 13,842,544	\$ 23,394,177	\$ 66,412,209	\$ 110,894,212
Eire .....	....	....	2,992	6,782
Aden	325	....	725	....
Africa—				
British East	163,861	1,402	1,014,201	1,639,836
British South	342,741	460,698	3,368,424	4,795,017
Southern Rhodesia	170,592	5,987	439,719	39,616
British West—				
Gold Coast	199,799	499,291	4,020,549	2,366,869
Nigeria	96,982	734,280	2,194,193	3,568,529
Sierra Leone	1,532	....	1,532	....
Bermuda .....	....	2,163	24,709	28,161
British East Indies—				
British India	876,434	1,947,869	17,543,813	15,162,352
Ceylon	12,285	515,017	3,618,622	2,107,623
Straits Settlements .....	....	....	....	974,322
British Guiana	1,278,799	1,300,169	5,116,255	3,655,514
British Honduras .....	....	93,201	282,989	706,357
British Sudan .....	....	6,390	29,316	24,476
British West Indies—				
Barbados	1,406,110	877,752	3,434,069	1,954,226
Jamaica	906,109	615,778	3,026,096	5,714,400
Trinidad and Tobago...	45,021	334,839	1,497,906	1,258,046
Other Br. W. Indies...	55,034	70,540	528,117	376,249
Falkland Islands	424,458	....	424,458	....
Hong Kong .....	....	1,246	....	14,744
Malta	400	1,018	10,759	37,952
Newfoundland	970,649	859,045	3,426,473	3,392,510
Oceania—				
Australia	3,267,831	1,844,774	8,722,265	8,467,833
Fiji	21	....	676,109	1,954,982
New Zealand	707,544	446,556	3,693,196	4,836,258
Other British Oceania..	....	....	409,374	420,074
Palestine	46,788	18,151	201,681	322,067
Total British Empire....	\$ 24,815,859	\$ 34,030,343	\$ 130,120,751	\$ 174,719,007

Imports into Canada for Consumption, by Countries—Conc.

Foreign countries—	Month of June		Six months ended June	
	1945	1946	1945	1946
Abyssinia	\$	\$	\$ 1,789	\$ 1,105
Afghanistan	41,243	191,561	194,250	1,539,642
Argentina	1,055,059	683,322	4,878,929	2,930,379
Belgium .....	.....	276,159	109	1,534,967
Belgian Congo	14,245	16,271	29,944	392,198
Bolivia .....	.....	16,938	25,378	31,969
Brazil	348,549	2,398,751	2,646,997	7,716,168
Chile	72,145	21,728	319,175	182,219
China .....	.....	391,064	239	1,283,468
Colombia	1,063,448	1,333,931	5,547,889	5,225,521
Costa Rica	33,403	44,612	124,305	281,552
Cuba	1,841,810	1,789,652	3,900,608	7,096,737
Czechoslovakia .....	.....	25,616	.....	99,851
Denmark .....	.....	172	.....	16,371
Greenland .....	.....	.....	47,026	6,528
Ecuador	23,857	7,540	902,239	77,665
Egypt .....	.....	78	125,107	166,030
Finland .....	.....	.....	.....	1,564
France	183	279,895	3,139	947,038
French Africa	20,141	.....	45,644	245,290
French Oceania	8,198	.....	24,749	21,836
French West Indies	6,117	.....	49,571	3,262
Madagascar	4,906	12,261	49,446	94,125
St. Pierre & Miquelon ..	.....	1,770	1,137	1,785
Germany .....	.....	405	.....	7,949
Greece .....	.....	3,265	.....	25,520
Guatemala	438,594	294,389	868,822	2,240,390
Haiti	32,285	20,674	233,080	712,929
Honduras	900,040	2,070,771	3,932,530	8,504,010
Iceland	45	152	641	677
Iraq (Mesopotamia)	95,483	.....	911,081	1,156,415
Italy	25	476,187	52	684,960
Italian Africa, other ..	.....	.....	.....	4,420
Japan .....	.....	.....	.....	419
Liberia	3,668	676	6,560	59,972
Mexico	862,315	1,194,825	7,327,284	10,685,830
Morocco	3,193	.....	88,716	17,927
Netherlands	4,310	36,074	25,721	894,744
Netherlands East Indies ..	1,357	6,092	5,997	10,068
Netherlands West Indies ..	160,603	938,996	620,508	1,235,127
Nicaragua .....	.....	1,175	.....	13,037
Norway	66,815	11,953	379,102	95,858
Panama	18,983	2,075	32,463	10,264
Paraguay	33,758	73,179	94,569	193,822
Persia	16,277	45,234	130,529	256,643
Peru	16,550	151,914	109,093	533,471
Poland .....	.....	.....	.....	80
Portugal	175,667	307,967	615,334	1,174,014
Azores and Madeira	158	9,477	15,650	81,411
Portuguese Africa .....	.....	5,039	128,918	504,192
Russia (U.S.S.R.)	308,055	144,831	907,368	1,450,106
Salvador	220,194	.....	996,115	2,058,222
San Domingo	327,492	117,651	2,457,908	3,525,283
Spain	360,859	464,591	1,750,710	2,804,156
Sweden	4,843	229,990	12,327	1,979,399
Switzerland	764,328	543,788	2,572,184	3,965,341
Syria	853	1,830	10,940	7,370
Turkey	15,025	136,598	81,505	484,443
United States	110,715,263	106,605,006	618,120,814	618,367,109
Alaska	4,182	11,923	30,512	42,827
Hawaii	2,500	19,033	2,500	203,346
Philippine Islands .....	.....	.....	25	24,489
Puerto Rico	667	932	13,956	115,990
Uruguay	2,719	33,651	43,238	106,650
Venezuela	1,573,217	2,176,143	7,129,796	11,019,419
Yugoslavia .....	.....	.....	.....	377
Total foreign countries. \$	121,663,627	\$ 123,627,807	\$ 668,574,218	\$ 705,155,946
Total	\$ 146,479,486	\$ 157,658,150	\$ 798,694,969	\$ 879,874,953

As stated in a chapter on External Trade, in the Canada Year Book, value figures alone may be somewhat misleading when used to show the physical growth of production and external trade. It is desirable, there-

fore, to secure a record of the fluctuations in the volume of the country's trade as distinguished from its value. The effect of rising prices became apparent in the trade returns of 1942. For example, if the pre-war price level had prevailed, imports valued at \$1,448·8 millions in 1941 would have amounted to \$1,105·2 millions on the basis of 1935-39 average values. Imports valued at \$1,644·2 millions in 1942 would have amounted to \$1,080·2 millions, and imports valued at \$1,735·0 millions in 1943 would have amounted to \$1,104·8 millions. (The attention of economists and others interested in the method of determining trade fluctuations is directed to page 462 of the 1941 Canada Year Book.)

(Ed.—Imports into Canada, by commodities, for June and the six-month period will be published, in tabular form, in the August 17 issue of the *Commercial Intelligence Journal*.)

Crops in South Africa Threatened By Continued Drought Conditions

Prospects unfavourable in Cape Province and Natal—Cattle disease affecting live stock in four provinces—Maize crop in excess of estimate, but insufficient to meet needs of Union—Requirements to be filled by Argentina.

By J. H. English, Commercial Counsellor for Canada

Johannesburg, July 17, 1946.—Drought conditions, which have prevailed in some areas of South Africa since 1944, continue in fifty districts of the Union, principally in Cape Province. The scarcity of rain has adversely affected crop prospects, and the outlook is unfavourable. In Cape Province and Natal, and to some extent in the Orange Free State and the Transvaal, a cattle sickness known as "Lumpy Skin Disease" is taking a heavy toll in some areas.

Within recent weeks, crop conditions in the Transvaal and the Orange Free State have improved considerably, with the maize crop expected to exceed early estimates. Even if this favourable condition continues, however, the crop will be insufficient to meet needs of the Union as a whole, and arrangements have been completed by the Government to import a substantial quantity of maize and other coarse grains from Argentina.

The maize (corn) crop is now estimated at nineteen million bags (200 pounds), compared with one of fifteen million bags originally forecast. While, therefore, the famine situation is easier, uncertainty must still prevail for the immediate future. The maize crop is particularly important in South Africa, since it forms the basic foodstuff of some seven million natives.

No forecast of wheat production is as yet available, but the outlook in most districts, apart from the Orange Free State, is not bright. An improvement in moisture conditions might change the picture quite materially within the next few weeks. Wheat production immediately prior to the war amounted to about 500,000 tons per annum, which, however, was far above the five-year average.

Phosphates and Iron Ore Among Leading Exports of Tunisia

Mining, other industries, power and communications are discussed in this "Market Survey of Tunisia"—Subsequent chapters will deal with Pre-war Foreign Trade, and Canadian Commercial Prospects.

By J. P. Manion, Canadian Trade Commissioner

Minerals, more particularly phosphates and iron ore, occupy an important position in the export trade of Tunisia. The output of these minerals has suffered materially on account of the war, since much of the heaviest fighting occurred in the mountainous regions where the mines are located. The high quality of Tunisian iron ores assures a rapid revival for this basic trade, but the same does not appear to be true in the case of phosphates. In fact, during the intervening years, the productive capacity of Morocco had been steadily expanded, and since her phosphate rock is of a higher quality and cheaper, there is no pressing incentive to re-equip mines in Tunisia for competitive exploitation. It seems more than probable that, during the next few years of world shortages, production will be kept as high as is possible without any extensive capital investment for new equipment being made. Thereafter, only the most economical units will be kept in production.

Although the mines of Tunisia are no more important than those of Morocco and Algeria, the small population and the lower production of agricultural commodities gives minerals greater importance in the country's economy.

Early Operations Encouraged Prospecting

Another fact which militates against any great advance in the Tunisian mining area is that it is the best prospected area in the French Empire. Knowledge of extensive Roman, Carthaginian and even earlier mining developments encouraged prospecting when the country was first opened up to French enterprise in 1881. Since then, the country has been thoroughly combed for existing and potential mining deposits. Exploitation was slow at first, due to the absence of railways, but by 1910 production was well under way, and continued at high levels until 1940. The aggregate mineral production from 1892 to 1938, in metric tons, was as follows: Phosphates, 60,631,000; iron ore, 17,735,000; salt, 6,000,000; lead ore, 1,089,000; zinc ore, 763,000; lignite 176,000; manganese ore, 26,000; and copper, 5,000 metric tons.

Before 1940, Tunisia was the world's leading exporter of phosphate rock, although in production it ranked third after the United States and the U.S.S.R. The phosphate deposits are a continuation of the formation which extends across North Africa from Morocco to the Middle East, and it is only in the nature of the outcroppings, proximity to the sea, and ease of exploitation that Tunisian production was so greatly favoured for many years. First production of 70,000 tons took place in 1899, but after that output increased rapidly until the 2 million ton-per-annum figure was exceeded in 1912. It declined somewhat during the Great War, but by 1927 it had reached 3 million tons. From then on production gradually decreased to between $1\frac{1}{2}$ and 2 million tons per annum. Since the invasion of North Africa in November, 1942, production practically ceased until 1945, when it started picking up because of the extreme world shortage.

The principal market for Tunisian phosphates in 1938 were the United Kingdom (242,859 tons), France (527,509 tons), Italy (about 300,000 tons), Netherlands, Belgium, Spain, Egypt and Libya. The total of exports during the year was 1,591,276 tons.

Phosphate Mines Privately Owned

Unlike Morocco, where the phosphate mines are owned by a government corporation, and Algeria, where practically all the phosphates are produced by one private company, there are several producers in Tunisia. The most important of these exploiting companies is the Cie des Phosphates et du Chemin de Fer de Gafsa. Since the Gafsa deposits have been exploited since 1899 by this company, their output has been enormous, totalling 42 million tons to the end of 1938. The 1937 production from the three mines owned by this group was 1,190,910 tons, or approximately two-thirds of total Tunisian output.

Fairly close to Gafsa, which is the major centre of exploitation mentioned above, the Cie Tunisienne des Phosphates du Djebel Mdilla had a productive capacity of about 300,000 tons in 1937. The Ste. des Phosphates Tunisiennes has two deposits which, up to 1937, had produced 9,400,000 tons of which production in the latter year was 213,000 tons. The French chemical and glass firm of St. Gobain has a deposit which produced 57,450 tons in 1937. The main Algerian producer, the Ste. des Phosphates de Constantine, also has a mine in Tunisia which produced 21,000 tons in 1937. Finally, a British-owned group, the Cie des Phosphates du Dis, exploited a mine from 1906 to 1931 and produced 2,460,000 tons during that period. Although the mine has been closed since that time, it still has rich veins 6 to 10 feet thick, and it may reopen in the future.

War Damage Cuts Production

The last year for which production statistics are available is 1944. In that year, Tunisian production was 522,245 tons, against Moroccan production for the same period of 1,444,902 tons, reversing entirely the pre-war situation. Capacity during the same year was estimated at 1,280,000 tons for Tunisia, as against pre-war capacity of well over 2 million tons, while Moroccan capacity had gone up to 2,480,000 tons, and Algerian capacity had remained stable at 540,000 tons. Here again the reversal in productive capacity may be directly attributed to war damage, but the effects of this changed situation may be expected to be of long duration.

Although Tunisian production had returned to reasonable levels in 1944, exports were practically non-existent, amounting to a mere 24,000 tons against 1,446,000 tons for Morocco and 192,000 tons for Algeria. To a large degree, this lack of movement was due to destruction in the ports of Sfax and La Goulette. Both these ports will be in a position to resume normal operations throughout 1946, and it is presumed that normal export movement will be possible.

Iron Ore Reserves 20 Million Tons

Due to lack of transport facilities, the mining of iron ore on an exportable scale was slow in getting started, and it was not until 1913 that both known ore fields were served with economic means of transport. There are four principal deposits, which produced a total of 943,760 tons in 1937 and 821,630 tons in 1938. By 1944, due to war damage, total production had gone down to 88,863 tons, but a good quantity of mine machinery ordered under the military requirements program was being installed, and exports were expected to increase through 1945 and 1946.

The known reserves of Tunisia, at 20,000,000 tons, are far less than those of the adjoining areas of Algeria, where 135 million tons of reserves have been plotted out.

It is possible that productive capacity in Tunisia has now reached 600,000 tons, or approximately one-third of the Algerian production and two-thirds of pre-war capacity. The principal mining company is the Ste. des Mines de Djebel Djerissa, which produced 717,978 tons in 1937 by open-cast methods. Its ore is low in phosphorous and sulphur, has a 55 per cent iron content and from 2 to 3 per cent manganese.

Lead and Zinc are Produced

Development of lead and zinc mines was rapid, since the higher value of the ores counterbalanced the early lack of transport. By 1913, 59,500 tons of lead ore and 37,400 tons of zinc ore were being mined, but the total for that year was the highest on record and has never since been attained. The depression, and consequent low prices for lead and zinc caused an almost complete shut-down in 1933, but from then until the beginning of the second World War, conditions gradually improved with a maximum of 28,800 tons of lead ore and 1,414 tons of zinc ore mined in 1938. The war affected production of these, as of other minerals, but nevertheless by 1944 output had recovered somewhat and 10,003 tons of lead ore, and 1,570 tons of zinc ore were produced. The principal exploiting company is the St. Anonyme Française du Djebel Hallouf, which produced about 4,000 tons of lead in 1937, and whose present productive capacity is stated to be 7,200 tons per annum.

Tunisia is the only country in North Africa which reduces lead ores, and three smelters are in operation, treating not only Tunisian ores, but some of the output from both Morocco and Algeria. Occasional ores from Yugoslavia and France are smelted here as well. Total output of metallic lead products in 1937 was 24,816 tons; in 1938, 23,790 tons; and it is not believed that productive capacity has greatly decreased due to the war, although production figures are not available.

Among other mineral products of Tunisia are: fluorspar, amounting to 200 tons a month; strontium sulphate and carbonate, with a production of 300 tons per month; mercury, silver, manganese, copper and bromine. Some 150,000 tons of salt are produced annually. Lignite production has risen to 67,000 tons in 1944, due to the shortage of imported coal. Normal coal imports are 250,000 tons per annum.

Few Minor Industries

Apart from mining, industry is of no great importance in Tunisia, and is mainly concerned with food processing and native artisan trades. Lack of capital, poor sources of power and a labour pool that lacks essential skills is held responsible for this situation. The main industries of Tunisia, other than mining, are:—

Flour milling—There are about 15 commercial mills, and innumerable native mills providing for local needs. The commercial mills have a surplus capacity which occasionally furnishes export supplies of up to 15,000 tons per annum. There are also large grain elevators, one having a capacity of 2,000,000 bushels.

Alimentary pastes—There are some 60 small factories, providing for domestic consumption and for an exportable surplus of about 10,000 tons.

Fishing—This is of growing importance and, although pre-war production was not much greater than 10,000 tons per annum, it is realized that the Gulf of Tunis abounds in a wide variety of fish, which would form the basis of a much larger industry.

Sponge fishing—This is an industry peculiar to this part of the Mediterranean and Tunisia produced some 125 tons in 1938.

Canning—This industry was mainly dependent on fishing prior to the war. It is now realized that its extension would aid in the orderly marketing of agricultural produce, and progress may be expected in the future.

Other products of industry are soap, cork, tobacco, beer and distilled spirits, and cement (69,000 tons in 1930). There are small repair shops and marine engineering works which have been extended due to war requirements, and which may form the basis for an expanded mechanical industry in the coming years. There is also one super-phosphate plant which produced 44,000 tons in 1938.

The native industries are mainly concerned with working up wool, leather, brass and copper ware. Some silk and cotton weaving is carried on, and basketware, perfumes, furniture, pottery and jewellery are also produced.

Natural Power Sources Scarce

Tunisia is more poorly endowed with sources of power than any other part of French North Africa. Normal imports of coal before the war amounted to nearly 250,000 tons. The only Tunisian thermal equivalent is lignite, of which 67,000 tons were extracted in 1944. Oil imports were about 14 million gallons before the war, and post-war requirements will no doubt exceed this figure.

Electric power development has been very backward, and hydro-electric sources are practically non-existent, as the larger rivers meander through wide valleys with little change of level. The only power plants therefore are thermal plants, near the ports of entry of imported coal. La Goulette has the most important power plant in the country with an installed capacity of 34,800 k.w., or over 80 per cent of the total capacity of the country. Other small plants are located in Sfax, Bizerta and Sousse.

Adequate Roads for Needs of Country

There are about 3,730 miles of roads in Tunisia, of which about 900 miles are of asphalt or concrete construction. In addition, there are some 8,700 miles of light roads and 3,700 miles of tracks. The road network is sufficient for the economic needs of the country, and the main roads are well constructed and can withstand heavy traffic. There is a coastal road from Algeria, and a second road passing through Tebessa in Central Tunisia. Other roads radiate from the main ports of Tunis, Sousse, Sfax and Gabes, all the ports being also joined by a coastal road running to the Libyan frontier. A large number of bridges were destroyed during the war, but in most cases temporary bridges have been erected.

Railway mileage in Tunisia amounts to 1,369 miles. Of this mileage, only 315 miles is standard gauge, owned by the government and operated by the Ste. Ferriere des Chemins de Fer Tunisiens. The main line from Tunis links with the Algerian railways at the frontier town of Ghardinaou. Subsidiary lines running north of this line are also standard gauge, and serve the ports of Bizerta and Tabarka.

Narrow-gauge lines (one metre) have a total mileage of 1,054 miles, and are divided into two systems; the first and more extensive is owned and operated as above, and serves the area from Tunis south to Sfax and inland from these two ports. The second system with 290 miles of track, is owned by the Cie des Phosphates et du Chemin de Fer de Gafsa, and was built primarily for the purpose of transporting phosphates from the mines to the port of Sfax and the secondary port of Gabes.

Jamaica Shipping Sweet Orange Juice to Canada This Year

Small quantity may be expected, as crop poor, but good returns of grapefruit, bitter oranges and limes anticipated—Banana production estimated at 6,000,000 stems—Weather favours sugar and ginger—Coconuts only now recovering from severe hurricane in 1944—Coffee crop prospects poor—Total exports are higher.

By M. B. Palmer, Canadian Trade Commissioner

Kingston, July 19, 1946.—Canadians may expect to receive a moderate quantity of sweet orange juice towards the end of this year, shipments being made under special licence. While the outlook for the crop, which comes in from September onwards, is poor, fairly good returns of grapefruit, bitter oranges and limes are expected. Prices for the forthcoming citrus crop have not yet been fixed. Most of this will be marketed as fresh fruit or in the form of juices and oils through an arrangement effected between the Department of Commerce and Industries and the British Ministry of Food. It is not expected that shipments will commence before the end of October or early in November.

Six Million Bananas is Estimate

During the first three months of the present fiscal year, 875,000 stems of bananas were exported to Canada and 1,960,000 stems went to the United Kingdom. It is estimated that total shipments for the twelve-month period will not exceed 6,000,000 stems, or 3,600,000 count bunches. Given favourable weather, it is expected that exports will steadily increase to a maximum of between ten and twelve million stems within three years. The price to growers remains at six shillings per count bunch. Five ships are now engaged in transporting bananas from Jamaica to the United Kingdom, and an additional ship will likely be placed on the run during August. Two ships are also engaged in moving the fruit to Tampa, Florida, from where it is forwarded by rail to Canada.

Weather Favours Sugar

Weather conditions have favoured the cultivation of sugar cane on the island, and the current year's crop is estimated at 176,461 tons, which is nearly twenty thousand tons in excess of the original estimated production. Most of the factories are still in operation, but it is expected that the crop will be finished by the end of July. Prospects are even more favourable for next year's crop.

Hurricane Damaged Coconuts

Coconut palms experienced severe damage during the 1944 hurricane, but there are signs of recovery. There has been an increase in prices for coconuts and copra, production of which during the second quarter of the crop year being double that of the first three months. However, production is still far short of the island's requirements. Current prices are twelve shillings per 150 pounds for coconuts and £36.10.0 per ton for No. 1 quality copra. If good weather continues, production should improve steadily, though complete recovery from existing trees is not expected until the end of this year or the beginning of 1947. It was estimated by

the Coconut Marketing Board that 40 per cent of the bearing palms had been destroyed, as at August 20, 1944, this figure having been supported by recent surveys. Considerable replacements have been made.

Coffee Crop Prospects Poor

Coffee crop prospects are poor, the estimated production being between 900 and 1,000 tons, compared with 1,800 tons last year and with 2,000 tons in 1944. Every encouragement is being given by the Government to planters in an effort to develop new coffee plantations. Greater care is being taken in cleaning and grading raw coffee than was done before the war in an effort to ensure that only standard grades are exported. Prices in the foreign market recently reached 115 shillings a cwt., f.o.b., for the best washed Jamaica coffee.

Rum, Cocoa, Pimento and Ginger

Rum production is estimated at 21,000 puncheons, compared with an original estimate of 18,900 puncheons. It is expected that the island will produce an average crop of cocoa this year. The minimum price to be paid dealers by exporters for dried cocoa is forty shillings a 100 pounds. The pimento crop should be satisfactory, the latest estimate being 2,500 tons. Prices have not been fixed as yet. Although the Government is expected to purchase the crop, as in recent years, no definite decision has been reached. The ginger crop is expected to be good, the latest estimate being between 1,500 and 1,600 tons. Ginger is no longer under government marketing control. Although most of the crop is sold in the United Kingdom and United States, a small quantity is sent to Canada. Prices obtained recently are lower than last year.

Exports and Imports Higher

The accumulated surplus at March 31, 1945, was £946,015, which is £138,478 higher than originally forecast, according to a report recently released by the governor. When the 1945-46 estimates were considered last year, provision was made for an accumulated surplus of £666,371 at March 31, 1946, but this figure is now estimated at £1,012,232. The estimated surplus at March 31, 1947, is forecast at £1,192,363.

The public debt at March 31, 1945, stood at £8,646,164. This indebtedness was reduced by £76,000 through the conversion of some of the 4½ per cent loans and the payment of the annual instalment on the banana leaf spot loan during the fiscal year ended last March. However, when a new general purpose loan of £950,000 is raised during the current financial year, the debt will climb again. Exports during 1945 amounted in value to £5,137,045, as compared with £4,479,462 in 1944. Imports during the same period were valued at £9,595,587, compared with £8,973,122 during 1944.

(Information contained in this despatch was secured largely from a report issued by the Royal Bank of Canada on conditions in Jamaica.)

Beaverford Brings Tons Of Toys

Fifty-three tons of toys for Canada's children arrived in Montreal on August 1 aboard the Canadian Pacific cargo liner *Beaverford* from Liverpool, together with a thousand packages of woollen and silk goods. Thirty-six passengers disembarked.

Russia Secures Direct Outlet to Pacific by Acquiring Islands

Kurile Islands, formerly under jurisdiction of Japan, have strategic significance in controlling approaches to Kamchatka and Sea of Okhotsk—Navigation in straits difficult, due to tide rips, fog in summer and ice between January and May—Conditions on islands outlined in article in "Red Fleet".

By European Section, Foreign Trade Service

The most complete published account of conditions in the Kurile Islands is that given in an article by Captain F. Berenfeld, recently published in "Red Fleet". The author emphasizes that the nineteen straits between the largest islands of the group are all navigable for ships of any draught. But the heavy tide rips, together with ice between January and May, and fog in the summer months, are a hindrance to navigation. According to the census of 1940, the civilian population of the Kuriles amounted to 17,500, concentrated on the islands of Sunrusu, Paramusir, Eturu and Kunasiri. The Island of Kunasiri, where the Japanese built their first base in the 1890's, was the most densely populated, with 5,600 persons living in the permanent settlement of Omari. During the summer fishing season, the population of the islands was almost doubled. It is maintained that there are deposits of useful metals on the islands. Sulphur deposits are known to exist, as well as iron ore, on the Island of Kuasir. But the islands owe their slight economic value to the fishing industry. There are thirty fish-curing establishments and the larger islands have roads of local importance.

Outlet to Pacific Provided

"Red Fleet" emphasizes the strategic significance of the islands in controlling the approaches of Kamchatka and the Okhotsk sea. The Japanese military and naval establishments in the group are described. On Paramusir Island are two military naval bases, Kasivabara and Kaku-mambetzu, and two large airdromes and seaplane bases. On the Island of Eturup are the naval base of Rubetzu and a seaplane base; on Urup Island a seaplane base; on Kumasari a naval anchorage, a seaplane base and coastal batteries; while on Simusu there are coastal batteries, the naval base of Katooka, an air field and a seaplane base. On other smaller islands are landing strips. Until now, states the article, these islands have been closing the exit from Soviet waters into the Pacific, "now they can be considered as direct connections of our country with the Pacific."

Fishing the Main Industry

Subsequently, "Red Fleet" has carried an article of the same type concerning Southern Sakhalin, which states that the ten towns of Southern Sakhalin, mostly on the coast, had nine saw-mills producing paper and cellulose. Coal deposits are estimated at between 1,600,000 and 2,000,000 tons, from which it is said that Japan used to make synthetic oil, both in local enterprises and in Japan itself. Indications of the extent of oil resources may be judged from the report that the Japanese were credited with twenty-six square kilometres of oil workings. There are said to be

202,000 hectares of land fit for cultivation, of which in 1936 a total of 27,600 hectares, or 15 per cent were under cultivation. One of the main occupations of the inhabitants was the fishing industry, and from 60 to 70 per cent of the catch consisted of herrings.

Because there are no natural harbours on most of the southern coast of Sakhalin, artificial ports were built. A big air base was constructed near the town of Toiohara, while other airfields were built on both the eastern and western coasts. The importance of Southern Sakhalin as a link between the Soviet Union and lines of communication in the Pacific is stressed.

Newfoundland's Largest Fair to be Held in September

*The West Coast Agricultural and Industrial Fair
to be held at Corner Brook, September 5, 6 and 7,
will embrace industry, agriculture, handicrafts
and general exhibits.*

By J. C. Britton, Canadian Trade Commissioner

St. John's, July 29.—Corner Brook, Newfoundland, will be the site of the West Coast Agricultural and Industrial Fair, to be held again this year on September 5, 6 and 7. There are several agricultural exhibitions held each year in various sections of Newfoundland, but the West Coast Fair, embracing industry, agriculture, handicrafts and general exhibits, is the only one of a comprehensive nature.

The west coast of Newfoundland is playing an increasingly important part in the country's economy. One of Newfoundland's two large paper mills is located at Corner Brook, the centre of this area. This company has recently announced that both the mill and woods operations are to be increased, expenditure for this expansion being estimated at seven million dollars. The Bay of Islands is also the most important herring fishing centre, and the Humber and Codroy valleys offer the greatest opportunity for agricultural development. In addition, the foundation for a modern canning plant to handle kippered snacks and sardines has been laid at Petries, several miles from Corner Brook. This particular area of Newfoundland, along with the rest of the country, is at present in the midst of a building boom which is not by any means confined to the erection of residential dwellings.

Record Attendance Predicted

The West Coast Agricultural and Industrial Fair is of recent origin, having been established within the past five years. Attendance in 1945 was 17,000, but it is estimated that this record will be exceeded at the forthcoming fair and paid admission will reach the 20,000 mark.

Officials of the fair will welcome applications from Canadian exporters interested in arranging displays at the exhibition. The average size of the booths is four by eight by ten feet, but subject to available space, these can be enlarged if desired. The rental for the average-sized booth for the three days is \$100, to which is added the cost of materials to assemble the exhibit, but there is no additional charge for carpentry work. Interested exporters may write to "Booth Committee, West Coast Agricultural and Industrial Fair, Corner Brook, Newfoundland."

Egyptian Cotton Accumulated As Prices Rose During War

Conditions during period of hostilities, the introduction of long staple "Karnak" cotton and the absence of free cotton "exchanges" contribute to high cost—Many pre-war markets have disappeared or failed to recover—Canadian imports of cotton show sharp decline.

By British Empire Section, Foreign Trade Service

Egyptian cotton prices have risen to such an extent that they are now out of line with American and other grades, according to the findings of the British Goodwill Trade Mission to Egypt now published. The policy pursued by the Egyptian Government in raising prices in each successive year has not only encouraged speculators, but has also had the effect of raising the price of all other commodities which naturally followed this inflationary process. During the calendar year 1939, Canada imported from Egypt 7,644,461 pounds of raw cotton, valued at \$943,117, while in 1945 imports totalled 374,010 pounds, valued at \$182,628. These figures indicate that the price has increased nearly four times during the war years, and that Canadian imports of Egyptian cotton have dropped sharply, due largely to the prohibitive price.

The exceptionally high yield per acre of Egyptian cotton, which is twice the world average, makes this commodity the basis of the country's economy and its chief export. During the war years, however, the cultivation of cotton was restricted owing to the difficulties of export, and to the necessity of growing more food. In fact, shortage of shipping prevented Egypt from importing sufficient wheat to meet her requirements, and the Government decided to grant a subsidy for the cultivation of this product.

Heavy Surplus of "Karnak" Cotton

Due to this restriction, the amount of Egyptian cotton available for sale declined to about one-half the average of the five pre-war years. Nevertheless, the amount of Egyptian cotton consumed during the war years decreased to an even greater extent, and in consequence heavy stocks are now overhanging the market. The position is aggravated in that a new variety of long staple cotton, called Karnak, has been introduced. The expansion of its cultivation has taken place under war conditions, when the forces of a free world market, normally in operation to balance supply against demand, have been out of action. Karnak represents a marked advance in cotton production, giving an unusually high yield for its class of staple, and its quality enables it to command a higher price. Growers have, therefore, viewed it with favour from its introduction. As a result, the present surplus stocks of cotton in Egypt consist very largely of this long staple variety.

At the end of the 1938-39 season, stocks of all types of cotton in Egypt amounted to approximately 750,000 kantars (*one kantar equals 100 pounds of cotton lint*), whereas at the end of the 1944-45 season the corresponding figure was 8,250,000 kantars. Of this latter amount, about 3,150,000 kantars are owned by the British, Indian, French and Egyptian Governments and the local mills, leaving a balance held mainly by speculators, banks and investors of about 5,100,000 kantars. The 1945 crop

is estimated at 5,250,000 kantars of cotton lint, of which 3,000,000 kantars will be Karnak. Together with the surplus carry-over from last season, there will be available for export between five and five and one-half million kantars of Karnak.

War Cut Out Many Markets

It is reasonable to assume that the whole world is short of textiles, and in consequence the offtake of Egyptian cotton should increase as and when more labour becomes available in England and the liberated countries of Europe. It must be remembered, however, that Germany, Czechoslovakia and Poland, which before the war consumed approximately 15 per cent of the total crop, are now out of the market. In addition, the present restrictions in England and in certain other countries regarding the types of fabrics to be produced, may handicap the use of long staple Egyptian cotton. Also, there is a limitation to the amount of long staple cotton which can be used in Lancashire, unless considerable money is spent in adjusting the necessary spinning machinery. Finally, the present price of all Egyptian types is no doubt a deterring factor when compared with the price of cotton grown in other countries, and in certain cases rayon may be a definite competitor.

"Exchanges" No Longer Exist

Before the outbreak of war, world cotton prices found their proper levels through the operation of the "Exchanges" in Alexandria, Liverpool, New York and New Orleans, where the technique built up over many years' experience allowed a free market in spot and future quotations. To-day, the situation in so far as Egypt is concerned is different, because there are no free "Exchanges", and the Egyptian Government has undertaken to purchase all cotton offered at prices varying in accordance with the types. The establishment of prices for the various types is a complicated process. The present levels fixed by the Egyptian Government would appear to have little relation to true cost. The price of cotton would seem to determine land rentals, which, as a result, have risen materially. The price fixed by the Egyptian Government Purchasing Commission is the subject of debate each year by the Egyptian Parliament, which makes it difficult to separate the cotton question from existing political issues. But there is no doubt that the present position is weak, and some reduction in cotton prices will have to be made, the Mission maintains.

NEWFOUNDLAND REVENUE HIGHER

St. John's, August 3, 1946 (FTS).—Newfoundland Government revenue returns for the first quarter of the fiscal year 1946-47 totalled \$12,896,002, as compared with \$11,901,911 for the same period in 1945-46. Expenditure in the same period amounted to \$8,973,776, as against \$7,113,203 in the corresponding period of the preceding fiscal year. Surplus for the first three months of the fiscal year 1946-47 is placed at \$3,922,226, despite considerably increased expenditures in the period. Revenue from customs for the three months totalled \$5,043,337, compared with \$4,362,312 for the same three months in the fiscal year 1945-46, while direct taxation yielded \$6,377,995, a slight decrease compared with \$6,450,052 for the first quarter of the fiscal year 1945-46.

Fish, Fruit and Vegetables Basis of Moroccan Canning Industry

Olive oil resources ensure development of sardine, tuna and other fish-canning projects—Tinplate manufactured into cans in Casablanca—Flour milling most important food-processing industry, with capacity of 280,000 tons—Superior type of leather produced—Fine quality carpets available for export—Cork is leading forest product—Heavy sugar consumption.

By J. P. Manion, Canadian Trade Commissioner

(Ed.—This is the third in a series of articles on Morocco, forming part of an economic survey made by the author in that country, Algeria and Tunisia. Discussions of Mining, Hydropower, Industry, Communications, Pre-war Trade and Commercial Opportunities for Canadians will be outlined in successive articles.)

Canning in Morocco should have good possibilities, as market gardening, already well developed, can be extended to take care of large fruit and vegetable crops. Fish, including tuna and sardines, also form the basis for a widespread industry that is already fairly well established. In 1937 the production of canned fish was 20,000 tons, and in the following year exports alone amounted to 13,604 tons. Quality has steadily improved, and the local supplies of olive oil ensure continued development. Before the war there were thirty-two fish-canning factories, of which seventeen were in Casablanca and fifteen in Safi. Some of these had to close down during the war because of the restrictions on fishing and the lack of tinplate. This tinplate is normally manufactured into cans in a factory at Casablanca, both for the fish industry and the fruit and vegetable canning industry, which maintains twelve factories with a production capacity of 230 tons per day during the canning season, as well as for oil and gasoline tins.

The most important food-processing industry, however, is still flour milling. There are thirty-one commercial flour mills, with a combined capacity of 280,000 tons per annum, mostly centred about Casablanca, where the largest producer is the Société des Moulins du Maghreb, which accounts for 40,000 tons, or 15 per cent of the total commercial production. It is to be noted that the commercial mills produce only for the Europeans and the native urban population, since it is still customary for the natives in the country areas to mill their own wheat and barley by very primitive methods. Here, too, some effort might be made to establish co-operative milling, but no plans in this respect were noted in Morocco, although Algeria has such a development in view.

Superior Leather Products Available

Due to the large number of sheep and goats, the hide and skin industry is of some importance, and the native tanneries make a product far superior to that produced in other parts of North Africa. At present, the sale of leather goods is not controlled, and every type of boot and shoe, leather handbag, and other leather goods is available in Morocco. Since style trends have been carefully copied, it is probable that an attempt will be made to enter world markets in the near future.

Carpets of High Quality

Although the sheep do not provide much wool, there is a large weaving industry by artisans, the most noteworthy evidence of which is in the carpet-weaving industry. Carpets produced are of excellent quality, and here again there is a favourable opportunity for export trade.

Moroccan natives are even greater sugar consumers than those in the remainder of North Africa, and the climate and soil are favourable to the development of a substantial sugar-beet industry. Average yields among plantations now in production are high, while the plant itself keeps the soil in good condition and provides good fodder for cattle.

In Morocco, as well as Algeria there is an optimistic attitude toward the possibilities of the market for citrus fruit, and there has been a large increase in the number of trees planted. Since the trees do not bear fruit for the first three years, and five years elapse before they come to full maturity, those planted within the last few years will be in production soon and will provide an additional source of supply for the European market.

Among other products in small production at present are flax for fibre, beans and peas, canary seed, coriander and cummin, bananas, cotton, cherries, pomegranates, walnuts and castor beans, production of which was fostered during the war.

Cork is Leading Forest Product

Chief among other resources, which may be classed as agricultural, are forest products, of which the most important is cork. Almost 20,000 tons per year were produced in the pre-war years, of which about three-quarters were first-growth cork, suitable only for the production of agglomerates and for use in the linoleum and insulation industries. The cork oak is generally first stripped after twenty years or more, and thereafter the bark grows more even-textured and may be stripped about every eighth year.

On the westward slopes of the mountains there are very appreciable stands of cedar, thuya, argan, and evergreen oak and, although these have been poorly exploited in the past, it is probable that a reasonably important domestic industry can be based on this lumber in the future. At present the most important product is charcoal, which is produced throughout the mountainous areas. It has been of importance during the war years when imported coal has been unobtainable and charcoal was used for cooking, heating, and also for the running of internal combustion engines, as was common practice throughout Europe.

Sumac Assists Tanning Industry

The sumac tree produces tannin, which is used in the local tanning industries but is also exported in small quantities to France. Gum arabic and euphorbium are also products of recent exploitation, and the dwarf palm, from which vegetable fibre is obtained, is gaining in importance, not only for making the latter product but also for making ropes and mats from the leaves, tensile bands from the flock, and firewood from the roots.

Alfa, or esparto grass, is another product which has not been exploited as much as in other North African countries, although the area of its occurrence is extensive. Contrary to conditions in Algeria, however, the grass grows in areas difficult of access to the sea, and exports have rarely exceeded 40,000 tons, although production reached 135,000 tons in 1936.

It is possible that, with fairly good water and hydro-electric resources in the nearby mountains, a paper-making industry of some importance may develop in the interior, although the only papermaker in the country was somewhat sceptical about this possibility.

Secondary Industries Not Highly Developed

As in the case of Algeria and Tunisia, secondary industries depending on agricultural production for their raw material are not highly developed as yet. They are, however, far ahead of similar enterprises in the two other territories, and private initiative is well aware of their importance to the future of the country.

Leather industries have already been mentioned, but they are far less important in the long run than the establishment of a sound cold storage and quick-freezing "chain" extending from production areas to the ports of embarkation. The central Government realizes this, as does the Algerian Government. But, whereas in the latter country there is a tendency to await governmental initiative in this respect, private interests in Morocco have already laid plans for the future. One group has already tied up with General Foods in the United States through their Swiss associates, and intend to set up quick-freezing plants for the preparation and distribution of packaged foods, probably under their trade name. This same group is interested in cold storage development generally, and intends to set up cold-storage plants in the producing areas, refrigerated transport, cold-storage docks and refrigerator ships, together with the related packing plants, canneries, grading and sorting sheds.

Important Industries Based on Oils and Fats

As far as the internal economy of the country is concerned, the industries based on oils and fats are of great importance. Olive and argan oil is generally produced by the growers, who use primitive equipment and produce an oil high in acid content. The production of the country is not sufficient to meet local requirements, and some 15,000 tons per annum of vegetable oil seeds were generally imported prior to the war. Certain modern crushing and refining plants were established near the ports for the purpose of treating these, their combined capacity being reported to be about 25,000 tons of oil per annum.

Soap and candles are also produced, the amount of soap manufactured being about 6,000 tons per year, making the country almost self-supporting. A British firm has opened a candle factory in Casablanca, and the combined productive capacity of all plants is 4,600 tons per annum, which should be sufficient for the future, in view of the expanding use of electricity and petrol lamps in the rural areas.

Heavy Sugar Consumption

The Compagnie Marocaine has a subsidiary called the Compagnie Sucrière Marocaine, which is the chief sugar-refining plant in the country. The total consumption of Morocco is about 225,000 tons per annum, of which this country alone produced 60,000 tons prior to the war. Transport difficulties drastically reduced imports during and since the war, but local production has been carried on from domestic raw materials. Incidentally, this company has "trading posts" throughout the country and barter native products against manufactured goods, so that they are in an excellent position to tap the domestic market.

Although the vegetable fibre industry was slow in starting in Morocco, it has now developed into the most important source of supply in North

Africa, and seventy-four factories, at least one of which is large and modern, have been set up for the processing of this product. Capacity is now 100,000 tons per year, although this figure has never been reached in actual production, and exports have generally totalled no more than 65,000 tons per annum, mostly to the United Kingdom prior to the war. Producers have been organized into the Comptoir Général du Crin Végétal au Maroc, which may be reached through the Chambre de Commerce de Casablanca.

Morocco Has Tobacco Monopoly

The Moroccan tobacco monopoly owns two tobacco factories and normally produces most of the tobacco products required on the market. A large proportion of the tobaccos now being sold on the market are of Algerian origin, however, which would suggest a temporary shortage of raw materials.

The only other industry which affects agriculture is the manufacture of fertilizers. This has not been greatly developed, and one small plant in Casablanca produces some 20,000 tons of superphosphates per year, which has to be supplemented by imports ranging up to 10,000 tons per year.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

55. **Mexico.**—Porfirio Diaz & Vilmorin; Danubio 102, Esq. Panuco; Mexico, D.F., Mexico. This firm, well reported on, has expressed interest in securing the exclusive representation, on a commission basis, for the whole of Mexico, for the following: Household labour-saving devices of all kinds, both electrical and non-electrical; household furniture and woodware. File: T.E. 98.

56. **China.**—The Anglo China Trading Company, Limited, of 80 Szechuen Road, Shanghai, China, wishes to contact Canadian firms able to supply the following for prompt shipment: Greasy and carbonized wool; wool tops and noils; wool waste; wool yarns, weaving, knitting and hosiery; artificial silk yarns, deniers 100 to 300; staple fibre yarns; woollen piece-goods, suitings and overcoatings; artificial silk fabrics; bicycles, motorcycles, refrigerators, portable typewriters; radios, watches, shoes, sizes 6s and 7s; small tools, small electric motors up to 10 h.p.; scrap non-ferrous metals, machinery for working rubber into overshoes, etc.; weaving, spinning and dyeing machinery; printing inks, newsprint and pulp, plastics, shoe polish.

The managing director of this company is now visiting Canada, and can be contacted at 500 Avenue Road, Toronto, Ontario.

57. **Australia**—Nelson & Company Pty. Ltd., 352 Kent Street, Sydney, would like to represent Canadian manufacturers of twist drills, taps, stocks and dies, carpenters' braces and bits, hand and breast drills, mouse and rat traps. File: 29738.

Rubber Production In Peru Has Developed During War Years

Output of 2,300 tons in 1945, compared with only sixty-five tons in 1941, when Corporation Peruana del Amazonas created by Government—Market for synthetic rubber small, imports during last five years amounting to 185 tons.

By W. G. Stark, Commercial Secretary, Canadian Embassy

Lima, August 5, 1946.—The market in Peru for synthetic rubber is not extensive, due to the fact that she is now able to produce sufficient natural rubber to meet domestic needs and a surplus for export. Imports of synthetic rubber from 1941 to 1945 totalled 185 tons.

During the war, a government body known as the Corporation Peruana del Amazonas was set up to work with the Rubber Development Corporation of the United States. This has encouraged the production of rubber, and rubber plantations have been established in the Amazon area.

The following statistical figures for the years 1941 to 1945, inclusive, will indicate the extent to which local production has increased since the organization of the corporation.

Year	Production Tons
1941	65
1942	185
1943	641
1944	1,414
1945	2,300

The demand for rubber in this country in its raw state is limited. Few of the established industries use it as their raw material, six being engaged in the production of goods entirely made of rubber. Besides these, there are shoe manufacturing companies which make rubber-soled shoes, but the demand for rubber in the manufacture of this commodity is not great.

Publications Recently Received

The following publications have been received recently by the Department of Trade and Commerce, and are available for reference in the departmental library:—

A.B.C. British Columbia Lumber Trade Directory and Year Book, 1946, published by the Progress Publishing Company, Vancouver, B.C.

Pulp and Paper Facts and Figures, being reference data to March, 1946, published by the Canadian Pulp and Paper Association, Montreal.

Guide to the Mechanics of Export Trade, published by The Institute of Export, London, England.

Foreign Trade Principles and Practices, by Grover G. Huebner and Roland L. Kramer, published by D. Appleton-Century Company, Inc., New York and London.

Postwar Economic Policy and Planning Reports of the United States House of Representatives on:

- (a) Economic Reconstruction in Europe;
- (b) Statistical Analysis of the Economic Conditions of Selected Countries of Europe and the Middle East.
- (c) The Use of Wartime Controls during the Transitional Period, Parts 1 and 2.

Northern Ireland Plans Production Of Concrete Telephone Poles

Shortage of wood retards extensions—Nearly fifty thousand consumers of electricity, amounting to 101 million units, in 1945—Numerous appliances made available for hire by Northern Ireland Electricity Board—Hire-purchase plans being introduced.

By E. L. McColl, Canadian Trade Commissioner

Belfast, July 19, 1946.—Shortage of wooden poles has induced the Northern Ireland Electricity Board to establish a plant for the construction of concrete standards, an allocation of £25,000 a year for a number of years being made available to furnish working capital for this venture.

Revenue from the sale of electric current amounted to £592,967 during 1945, compared with £574,388 in the previous year, according to the annual report of the Board. Sales have risen from over three million units in 1932, when the Board was created, to 101,780,000 in 1945. The number of consumers of electricity in the territory under its jurisdiction is now 48,307.

Domestic appliances offered for hire by the Board include cookers, breakfast cookers, boiling rings, kettles, irons, fires, wash boilers, immersion heaters, water heaters and stew pans. All hire facilities were suspended at the start of the war, with the exception of those involving cookers and wash boilers. The system is being resumed, as supplies become available, and it is proposed to include refrigerators and washing machines among the appliances that may be rented. Hire-purchase facilities are also being introduced.

During the war, development was practically at a standstill, except where works were necessary in connection with the national effort or where, in order to avoid hardship, it was felt that supplies should be provided. Despite the higher cost of coal and other production charges, the selling price of electricity averaged only 1·4d per unit, as compared with 2·26d per unit in 1932, when the Board was created.

Future of Transatlantic Travel

Relations between air and sea transportation are dealt with, among other topics, in the annual report of the Cunard White Star Line. The chairman, Sir Percy Bates, holds that sea and air transportation across the Atlantic are but two parts of one whole. "Rightly handled, more opportunities for transportation breed traffic," he said. "Traffic is the equivalent of circulation in the body and more frequent means of traffic must mean revived life to the world. Since immediate prospects for the cruising business are good, the company is paying much attention to making its new passenger ship, known at present as "No. 635", attractive for cruising without seriously detracting from her usefulness for service on the North Atlantic. When the giant Cunard liner *Queen Elizabeth* resumes passenger service this autumn, the company will revive its transatlantic business after seven years of war work. The liners *Queen Mary* and *Mauretania* will follow as soon as they also can be re-conditioned.—(U. K. Information Office.)

Commercial Notes

Fish Flown From Newfoundland

St. John's, July 29, 1946 (FTS).—Two shipments of fresh fish have recently been transported by air from Newfoundland to Boston. Each load, weighing 18,000 pounds gross, consisted of salmon, cod fillets and a quantity of smoked fillets and other fish products. The first inward cargo carried by these specially chartered aircraft was made up of fresh fruit, which arrived in good condition and was speedily sold by retailers in St. John's. Fresh lobsters are also being flown regularly to the United States from Lewisporte, by way of Gander Airport. No regular air freight service has as yet been scheduled, but the results of the first two flights are being studied closely.

Foreign Currency In Peru Frozen

Lima, July 13, 1946 (FTS).—Deposits and other accounts in foreign currency, which exist in the credit institutions of Peru, were immobilized on July 11, 1946, under the terms of a Supreme Decree of that date and published in the Lima press on the following day. The foreign currency constituting these deposits or accounts is to be acquired by the Central Reserve Bank of Peru, and the depositors are to be credited with Peruvian soles at the official rate of exchange. No further operations affecting these deposits or accounts in foreign currency will be permitted after July 11, 1946.

By the same Decree, holders or producers of gold must in future sell the gold they possess or their future production to the Central Reserve Bank, with the exception of jewellery. Payment at the official world market price will be made in Peruvian currency by the bank for the holdings delivered to it, less such charges indicated in the Decree.

The Central Reserve Bank will be the only entity authorized to export gold, but the gold contained in alloys with other metals, from which it cannot be separated, may be exported by producers under the proviso that the gold value will be delivered to the Bank under the conditions set forth in the Decree.

Exports From Ecuador Decline

Exports from Ecuador amounted to 335,508,450 sucres between January 1 and November 30, 1945, compared with 396,424,750 sucres in the same period of 1944, and with 361,552,465 sucres in the first eleven months of 1943. The principal items exported in 1945 were: rice, 31.5 million kilos; cocoa, 17.2 million kilos; bananas, 17.2 million kilos; vegetable ivory nuts, 12.1 million kilos; coffee, 10.5 million kilos; balsa wood, 7.6 million kilos; fresh fruits, 3.9 million kilos; and rubber, 2.1 million kilos.

Tons Of Motor Cycles In Cargo

Fifty-one tons of British motor cycles and ten tons of motor cycle parts for the Canadian market reached Montreal last week aboard the Canadian Pacific freighter *Beaverford*, from Liverpool.

War Assets Available for Export

The following items, described in previous issues of the *Commercial Intelligence Journal*, are surplus equipment being offered for sale and subsequent export by the War Assets Corporation. All prices quoted are on an "as is, where is" basis, while offerings are subject to prior sale or withdrawal. Applications should be submitted to the Export Sales Division, No. 4 Temporary Building, Ottawa.

August 3 issue:—

Minesweepers—Steel, 180 feet, \$20,000.

Magnesium powder—224,000 lbs. at 40 cents a pound.

Taps, dies and chasers—British standard.

Machine screws—British standard.

July 27 issue:—

Winches, trawler, \$2,500.

Marine engines, \$25,000.

Marine boilers, \$12,000.

Shaving brushes, 16,600 at 25c each.

July 20 issue:—

Coastal cargo vessels, 300 tons, \$175,000.

Tanac tugs, 64 ft., \$30,000.

Ramp cargo lighters, \$2,800.

Winches, minesweeping, \$2,500.

Mobile milk reconstruction units, \$7,250 and \$7,750.

Water distillation plants capacity 100 tons a day.

Bedsteads, double tier, ends only at \$1.75.

Prophylactic tubes.

Trade Catalogues Sought in China

Requests have been repeatedly received from China for illustrative literature on Canadian-made industrial machinery and tools, available now or in the future, for the export trade. Interested firms, if they have not already done so, should send the literature to the Acting Canadian Government Trade Commissioner, 27 The Bund, Shanghai, China. This literature will be placed on file for the convenience of Canadian officials and for Chinese industrialists, who may, from time to time, wish to consult the files.

Postal Information

Parcels to Lebanon Limited

Parcels exceeding 11 pounds in weight may not be sent to the following destinations: Ain Zhalta, Falougha, Hammama, Hermel, Messer-el-Chouf, Ras-Baalbek and Souk-el-Gharb, in the Lebanon.

Mail Service to the East Indies

Commercial and printed papers will now be accepted for transmission to the Netherlands East Indies weighing up to 4 lb. 6 oz. Sample post service has now been resumed under normal conditions, including the weight limit of one pound. Mail service extends only to those destinations published in the *Commercial Intelligence Journal* of June 29, 1946.

Railways Crux of Argentine Talks

The recent arrival in Argentina of missions from the British Treasury and the Board of Trade sustains interest in settlements, assumed to be under discussion, of financial questions outstanding between the two countries. Most important of these are plans for the acquisition of railways in Argentina by the Government, in partial settlement of sterling indebtedness. This is the primary objective of the Treasury Committee.

Since both sides assume in principle that an agreement is desirable, the forecasts are that consideration will centre on reaching a fair figure based on the history and existing condition of the railways and their outlook for the future. *The Economist*, of London, sets Argentina's sterling balances at approximately £150 million, the nominal capital value of the railways at about £280 million and the present market value of the capital at about £98 million. Argentina maintains that British investors have received some £200 million in interest and dividends and that the railways have not adequately kept up their plant in recent years. The British, on the other hand, declare that in the six pre-war years investors averaged only $1\frac{3}{4}$ per cent, and in the six war years little more than $1\frac{1}{2}$ per cent. It is also pointed out that the companies have been handicapped by arbitrary imposition of higher rates and charges by the Government and by differential exchange rates between the companies' peso earnings and their sterling expenditures for supplies.

There are, in theory, *The Economist* thinks, three courses open: (a) continued operation of the railways by the companies—impractical because it would involve concessions by the Government and further large investments by the companies for modernization and improvement; (b) operation under joint ownership, tentative discussion of which has already broken down. In practice, therefore, the range of possibilities narrows to purchase of the railways by the Government, with compensation the determining factor. Summing up, *The Economist* puts a fair figure at nearer £200 million than £150 million, but adds that bargaining is likely to be hard. It suggests that an offer from Britain to free part of the sterling balances for Argentina's purchases in any part of the world might prove attractive, as might a policy of freeing for the same purpose a part of Argentina's current earnings in sterling.

Argentina has not been invited to take part in the International Trade Organization and is outside the scope of Bretton Woods. This situation *The Economist* assumes to be a concern of the Board of Trade mission.

Brazil Suspends Duties on Cement

Rio de Janeiro, July 8, 1946.—Suspension of customs duties and other charges on imported cement has again been extended to December 31, 1946, according to a despatch received from W. G. Smith, Assistant Commercial Secretary.

U.K. Merchant Fleets Enlarged

Big strides in rebuilding the United Kingdom's merchant shipping strength are revealed in statistics published in Lloyd's List at the beginning of July. The figures show that despite heavy war losses, the tonnage of non-tankers (over 1,600 tons) had by the end of May reached 12,500,000 compared with 14,350,000 at the outbreak of war. Vessels undergoing or awaiting repairs in United Kingdom ports at the end of June totalled 2,735,000 tons—a considerable drop from the April figures of 3,021,000. More than a quarter of a million men and women are now employed in the United Kingdom shipbuilding industry.—(U.K. Information Office.)

Britain's Exports in May Above Pre-War Volume

Less than twelve months after the end of the war the monthly volume of United Kingdom exports has passed the 1938 level—by no less than 15 per cent. This fact is revealed in the "Accounts Relating to the Trade and Navigation of the United Kingdom, May, 1946," published at the end of June. Exports in May amounted to £85,200,000 (\$342,504,000), an increase of £15,800,000 (\$63,516,000) on April, about half of which was due to the longer month. Compared with March, which had only one less working day, this increase was £18,000,000 (\$72,360,000). It is not expected that the high volume will be repeated in the June figures, though it may be in July. June, interrupted as it was by the Whitsun and V-Day holidays, had four fewer working days. If twenty-six working days are taken as normal, the monthly rate of exports has risen each month as follows, since the beginning of this year: fifty-five, sixty-five, sixty-seven, seventy-five and eighty-two million pounds respectively. So the May figures show a continuance of the fairly steady rate of increase of about 10 per cent per month. The export figures include supplies for relief and rehabilitation in the liberated areas, which are roughly estimated at £4,500,000 (\$18,090,000) for May, 1946. These are non-commercial exports and represent part of the United Kingdom contribution to UNRRA. Vehicles (£10,900,000 (\$43,818,000)) exported in May, for the first time displaced machinery (£10,500,000 (\$42,210,000)) as the largest group of exports and now represent 13 per cent of the total volume of goods sent abroad by the United Kingdom. (U.K. Information Office.)

Italian Trade Subject to Permits

Italian foreign trade is at present subject to import and export permits, which are given only in those cases relating to goods necessary for reconstruction and to foodstuffs. Apart from these transactions, which are on an "against payment" basis, there is another method of import known as "Lavorazione per Conto." In such cases an import licence is given in respect of raw materials, even though not of prime necessity, payment therefor being made in the form of the finished article, the manufacturer retaining a percentage of the finished article as payment for his work.

Below are the import and export figures for goods "against payment" for the first quarter of 1946:—

	Thousands of lire	
Total imports	15,385,156	
Total exports	6,328,954	
Imports and exports by countries:—		
	Imports (in thousands of lire)	Exports
Great Britain	487,564	2,337,275
Union of South Africa	103,076	....
British East Africa	36,907	....
Malta	165	21,132
Egypt (cotton excluded) .....	....	55,533
Switzerland	552,399	1,641,334
U.S.A.	10,743,119	937,325
Allied authorities	1,653,224	....
Other countries	1,808,702	1,336,355
Total	15,385,156	6,328,954

There is a considerable trade at present in cotton with Egypt, but so far no figures have been published. (Barclays Bank Review.)

Trade and Tariff Regulations

Brazilian Free Selling Rate Lower

Rio de Janeiro, July 27, 1946 (FTS).—The Brazilian Currency and Credit Control Board issued instructions on July 22, 1946, abolishing the official rate of exchange and reducing the free selling rate on the United States dollar from 20·10 to 19·53 cruzeiros and establishing the free buying rate at 18·74 cruzeiros. This applies to all transactions.

Demijohns Require Export Permits

Export permits will be required for the shipment of "demijohns or glass carboys, bottles, decanters, flasks, jars, phials and balls, of glass", effective August 3, 1946, these items having been reinstated in Group 7 of the Export Control Schedule.

Eire Raises Footwear Quota

Dublin, August 2, 1946 (FTS).—Further quotas and quota periods for leather boots and shoes, and certain metal screws have been announced by the Government of Eire, orders to this effect having been issued under the Control of Imports Acts, 1934 and 1937. The period is from July 1, 1946, to December 31, 1946. The quota for leather boots and shoes is 1,250,000 articles, compared with 600,000 during the previous six months. The quota for certain metal screws with slotted heads and tapered threads is 50,000 gross, of which 48,000 gross must be of Canadian or United Kingdom manufacture. This quota remains unchanged from that of the previous six months.

Certificates Cause Complaints

By T. G. Major, Canadian Trade Commissioner

Port of Spain, July 30, 1946.—Customs authorities in various British West Indian Colonies report that a large number of Canadian shippers fail to furnish satisfactory certificates of origin for goods exported from Canada to those Colonies.

The main complaints are that, in the case of goods partially produced in Canada, the percentage of Empire-content value is not inserted in a large number of certificates being forwarded; certificates are either not signed or the signatures not witnessed; and the certificates are not in the prescribed form as required by Customs Regulations.

In order to eliminate many unnecessary delays now being experienced in clearing goods, Canadian exporters should ensure that the invoices are correctly and completely made out.

There have been no recent changes in the regulations, but these colonies have prescribed forms of invoice and certificate of origin, the texts of which may be obtained on application to the Department of Trade and Commerce, Ottawa.

“Packaged In Peru” Marking Necessary

Lima, July 20, 1946 (FTS).—Commodities imported into Peru, whether processed or partially processed, packaged within the country and sold to the public under foreign trademarks, must have their containers clearly marked with the phrase “Envasado en el Peru”, meaning “Packaged in Peru”. Also, all advertising material covering such products must carry a similar indication. Failure to comply with these provisions will result in the imposition of penalties set by the scale established in Article 23 of the Trademark Law.

Newfoundland Raises Fish Levy

St. John's, August 3, 1946 (FTS).—Export levies on cod, haddock, hake and ling, salted dried or otherwise preserved, have been increased from two cents to five cents per quintal of 112 pounds through an Act passed by the Newfoundland Commission of Government. The new tax applies to fish caught after the calendar year 1945. The increased export levy has been introduced to meet the rising expenses of the Newfoundland Fisheries Board, as its activities, particularly in marketing, have been greatly expanded in recent months.

Consular Invoices For Peru

Lima, July 22, 1946 (FTS).—Effective July 1, 1946, Consular Invoices covering shipments of goods to Peru must not bear a later date of issue than that of the despatch of the merchandise, whether this is the date of the Bill-of-Lading or the post mark on a parcel. The 8-day extension granted by the Peruvian Government, in a Supreme Resolution dated November 19, 1942, as a war emergency measure, due to the difficult shipping situation at that period, has now been repealed by a Supreme Resolution, dated April 25, 1946. This permitted the allowance of an 8-day extension only until June 30 of this year. The fine for infringement of this regulation is 25 per cent of the value of the merchandise.

Tanganyika Amends Food Regulations

Johannesburg, July 16, 1946 (FTS).—Amendments to the food and drug regulations of Tanganyika Territory are contained in the June 7 issue of the Tanganyika Territory Gazette. These pertain specifically to preservatives in food.

The limits of preservatives, such as sulphur dioxide, benzoic acid and of colouring matter, are set for a number of foodstuffs, including sausages, canned fruit, dried fruit, fruit glaze and fruit jam, corn syrups, gelatine, beer, wine, soft drinks, coffee extract, pickles and sauces.

Also, under the Food and Drugs (Standard of Quality of Food) Regulations, 1946, notice, published in the same issue of the Gazette, the standards of contents for condensed milk (full cream), condensed skim milk and dried full cream milk are set forth.

(Ed.—Copies of these notices from the Tanganyika Territory Gazette are on file at the Commercial Relations and Foreign Tariffs Division, Department of Trade and Commerce, Ottawa, and may be examined by interested Canadian firms.)

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service.
Brantford—Board of Trade.
Brockville—Chamber of Commerce.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Fredericton—Board of Trade.
Granby—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.

Montreal—Montreal Board of Trade.
Niagara Falls—Chamber of Commerce.
Oshawa—Chamber of Commerce.
Quebec City—Board of Trade.
Saint John—Board of Trade.
Sarnia—Chamber of Commerce.
Toronto—Can. Manufacturers' Assoc.
Vancouver—Can. Manufacturers' Association.
Welland—Board of Trade.
Windsor—Chamber of Commerce.

Maurice Bélanger, commercial secretary, Canadian Embassy, Rio de Janeiro, Brazil, has recently returned to Canada, and commenced his tour in Toronto on July 8.

C. Blair Birkett, who has spent the last six years in New Zealand as trade commissioner, recently returned, and commenced his tour in Ottawa on July 8. He has been appointed trade commissioner at Guatemala City, where he will open a new office on concluding his tour of Canada.

H. L. Brown, recently returned from Johannesburg, South Africa, where he was trade commissioner, began his Canadian tour in Toronto on July 15. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo.



Arthur E. Bryan, recently appointed Commercial Counsellor for Canada in the United Kingdom, is presently in Canada. Although he is not making an official tour of the country he plans to visit Toronto from August 5 to August 12; and Montreal from August 13 to 19. He will be concerned principally with business emanating from Liverpool, where he was formerly stationed as trade commissioner.

T. J. Monty, formerly trade commissioner at Los Angeles, Cal., is being transferred to Athens, Greece, as commercial secretary at the Canadian Embassy. His territory will include Turkey.

Paul Sykes, who has recently returned from Bombay, India, commenced his tour at Kingston, Ont., on July 15. His territory included Burma and Ceylon.

M. J. Vechsler, formerly trade commissioner in Chile, will continue his Canadian tour in Edmonton on September 5. He has been appointed trade commissioner at Liverpool, where his territory will include the Midlands, the North of England and Wales. Mr. Vechsler will take up this post on the conclusion of his tour.

Their itineraries are as follows:—

Maurice Bélanger

(Commercial Secretary, Canadian Embassy, Rio de Janeiro)

Hamilton—August 12-13.
Welland—August 14.
Niagara Falls—August 14.

London—August 15.
Kitchener—August 16-17.

C. Blair Birkett

(Appointed Trade Commissioner at Guatemala City)

Toronto—August 8-21.
Hamilton—August 22-26.
Kitchener—August 27.
London—August 28-29.

Sarnia—August 30-31.
Windsor—September 3.
Brantford—September 6.

H. L. Brown

(Recently Trade Commissioner at Johannesburg)

Kingston—August 12.
Brockville—August 13.
Montreal—August 14-23.
September 5-19.
Quebec—August 24.

Charlottetown—August 27.
Halifax—August 29-30.
Saint John—September 2-3.
Fredericton—September 4.
Ottawa—September 19-21.

T. J. Monty

(Appointed Commercial Secretary, Canadian Embassy, Athens)

Winnipeg—August 13.
Calgary—August 15.

Vancouver—August 19-24.

Paul Sykes

(Recently Trade Commissioner at Bombay)

Toronto—August 12-24.

M. J. Vechsler

(Appointed Trade Commissioner at Liverpool)

Edmonton—September 5.
Vancouver—September 7-17.

Victoria—September 18-19.
Ottawa—September 23.



T ransportation



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the sailing date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space.

Departures from Montreal

* Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator
Africa-East—			
Lourenco Marques..	August 15	<i>Chandler</i>	Elder Dempster
Lourenco Marques..	September 15	<i>Cottrell</i>	Elder Dempster
Africa-South—			
Cape Town.....}	August 15	<i>Chandler</i>	Elder Dempster
Port Elizabeth.....	August 30	<i>Cargill</i>	Elder Dempster
East London.....	September 15	<i>Cottrell</i>	Elder Dempster
Durban.....			
Argentina—			
Buenos Aires.....	August 25-30	<i>Fort Columbia</i>	Furness Withy
Australia—			
Melbourne.....}	.....	A Ship	M.A.N.Z. Line
Adelaide.....}			
Brisbane.....}	August 30-Sept. 4	<i>Port Campbell</i>	M.A.N.Z. Line
Sydney.....}			
Melbourne.....}		A Ship	M.A.N.Z. Line
Sydney.....}			
Melbourne.....}			
Belgium—			
Antwerp.....	August 12	<i>Prins Willem Van Orange</i>	Shipping Limited
Antwerp.....	August 17	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	September 1	<i>Harpefjell</i>	Brock Shipping
Brazil—			
Rio de Janeiro....}	August 25-30	<i>Fort Columbia</i>	Furness Withy
Santos.....}			
Br. Honduras—			
Belize.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
China.....		A Ship	Montreal Shipping
Colombia—			
Barranquilla.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Costa Rica—			
Port Limon.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals

Departures from Montreal—*Con.*

Destination	Loading Date	Vessel	Operator
Cuba— Havana.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Curaçao—	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
Egypt— Alexandria..... Port Said.....	August 20-23 August 20-23	<i>Empire Spartan</i> <i>City of Florence</i>	McLean Kennedy McLean Kennedy
Eire— Dublin..... Dublin.....	August 14 August 14	<i>Fanad Head</i> <i>Irish Poplar</i>	McLean Kennedy Shipping Limited
Guatemala— Puerto Barrios.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Holland— Rotterdam..... Rotterdam..... Rotterdam.....	August 12 August 17 September 1	<i>Prins Willem Van</i> <i>Oranje</i> <i>Prins Willem IV</i> <i>Harpefjell</i>	 Shipping Limited Shipping Limited Brock Shipping
Honduras— La Ceiba.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
India— Karachi..... Bombay..... Madras..... Calcutta.....	 August 20-23 August 20-23	 <i>Empire Spartan</i> <i>City of Florence</i>	 McLean Kennedy McLean Kennedy
Mediterranean— Central Area..... Central Area.....	August 15-20 August 25-30	<i>Fort Island</i> <i>Mont Gaspe</i>	Montreal Shipping Montreal Shipping
Mexico— Vera Cruz..... Tampico.....	.....	A Ship	Canadian National
Newfoundland— St. John's.....	.....	A Ship	Montreal Shipping
New Zealand— Auckland..... Wellington..... Auckland..... Wellington..... Lyttleton..... Dunedin.....	August 10-14 August 30—Sept. 4	<i>Samleven</i> <i>Kaikoura</i>	M.A.N.Z. Line M.A.N.Z. Line
orthern Ireland— Belfast..... Belfast.....	August 14 Aug. 31—Sept. 4	<i>Torr Head</i> <i>Lord O'Neill</i>	McLean Kennedy McLean Kennedy
Norway	.....	A Ship	March Shipping
Panama— Cristobal.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Puerto Rico— San Juan.....	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
San Domingo— Ciudad Trujillo.....	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
Scandinavia— Baltic Ports..... Baltic Ports.....	August 16 August 24	<i>Vasaholm</i> <i>Erland</i>	Swed. Amer. Mexico Swed. Amer. Mexico
United Kingdom— Avonmouth.....	August 25-30	<i>Empire Kangaroo</i>	Cunard Donaldson

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator
Bristol.....	.....	A Ship	Furness Withy
Glasgow.....	Aug. 28—Sept. 4	<i>Norwegian</i>	Donaldson Atlantic
Glasgow.....	September 9-14	<i>Delilian</i>	Donaldson Atlantic
Hull	August 22-26	<i>Bassano</i>	McLean Kennedy
Liverpool.....	August 10-13	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	August 10-16	<i>Salacia</i>	Cunard White Star
Liverpool.....	August 10-13	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	August 16	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	August 18-24	<i>Valacia</i>	Cunard White Star
Liverpool.....	Aug. 31—Sept. 4	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool.....	September 12	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	September 20	<i>Beaverburn</i>	Canadian Pacific
London.....	August 23-30	<i>Fort Miami</i>	Cunard White Star
London.....	September 1	<i>Beaverdell</i>	Canadian Pacific
London.....	September 9	<i>Beaverghlen</i>	Canadian Pacific
London.....	October 6	<i>Beaverdell</i>	Canadian Pacific
London.....	October 14	<i>Beaverghlen</i>	Canadian Pacific
Manchester.....	August 22	<i>Manchester City</i>	Furness Withy
Manchester.....	August 29	<i>Manchester Trader</i>	Furness Whity
Uruguay—			
Montevideo.....	August 25-30	<i>Fort Columbia</i>	Furness Withy
Venezuela—			
La Guaira.....	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
Maracaibo.....			
West Indies—			
Antigua.....	August 10-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Antigua.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships
Antigua.....	August 20-23	* <i>Sutherland Park</i>	Canadian National
Antigua.....	September 9-13	* <i>Chomedy</i>	Canadian National
Barbados.....	August 10-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Barbados.....	August 12-15	* <i>Lorne Park</i>	Canadian National
Barbados.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships
Barbados.....	August 20-23	* <i>Sutherland Park</i>	Canadian National
Barbados.....	September 9-13	* <i>Chomedy</i>	Canadian National
Bermuda.....	August 10-11	<i>Maisonneuve Park</i>	Canadian National
Bermuda.....	August 10-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Bermuda.....	August 15	<i>Connector</i>	Canadian National
Bermuda.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships
Bermuda.....	August 27	* <i>Cavelier</i>	Canadian National
Bermuda.....	September 10	* <i>Canadian Observer</i>	Canadian National
Bermuda.....	September 26	* <i>Maisonneuve Park</i>	Canadian National
Br. Guiana.....	August 10-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Br. Guiana.....	August 12-15	* <i>Lorne Park</i>	Canadian National
Br. Guiana.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships
Br. Guiana.....	August 20-23	* <i>Sutherland Park</i>	Canadian National
Br. Guiana.....	September 9-13	* <i>Chomedy</i>	Canadian National
Dominica.....	August 20-23	* <i>Sutherland Park</i>	Canadian National
Dominica.....	September 9-13	* <i>Chomedy</i>	Canadian National
Grenada.....	August 10-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Grenada.....	August 18-26	<i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	August 20-23	* <i>Sutherland Park</i>	Canadian National
Grenada.....	August 23-29	<i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	September 9-13	* <i>Chomedy</i>	Canadian National
Jamaica.....	August 10-11	<i>Maisonneuve Park</i>	Canadian National
Jamaica.....	August 11-14	<i>Connector</i>	Canadian National
Jamaica.....	August 27	* <i>Cavelier</i>	Canadian National
Jamaica.....	September 10	* <i>Canadian Observer</i>	Canadian National
Jamaica.....	September 26	* <i>Maisonneuve Park</i>	Canadian National

Departures from Montreal—*Con.*

Destination	Loading Date	Vessel	Operator
West Indies—<i>Conc.</i>			
Montserrat.....	August 12-15	<i>*Lorne Park</i>	Canadian National
Montserrat.....	September 9-13	<i>*Chomedy</i>	Canadian National
Nassau.....	August 10-11	<i>Maisonneuve Park</i>	Canadian National
Nassau.....	August 15	<i>Connector</i>	Canadian National
Nassau.....	August 27	<i>*Cavelier</i>	Canadian National
Nassau.....	September 10	<i>*Canadian Observer</i>	Canadian National
Nassau.....	September 26	<i>Maisonneuve Park</i>	Canadian National
St. Kitts.....	August 10-16	<i>Alcoa Pennant</i>	Alcoa Steamships
St. Kitts.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
St. Kitts.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
St. Kitts.....	September 9-13	<i>*Chomedy</i>	Canadian National
St. Lucia.....	August 10-16	<i>Alcoa Pennant</i>	Alcoa Steamships
St. Lucia.....	August 12-15	<i>*Lorne Park</i>	Canadian National
St. Lucia.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
St. Lucia.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
St. Lucia.....	September 9-13	<i>*Chomedy</i>	Canadian National
St. Vincent.....	August 10-16	<i>Alcoa Pennant</i>	Alcoa Steamships
St. Vincent.....	August 12-15	<i>*Colborne</i>	Canadian National
St. Vincent.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
St. Vincent.....	September 9-13	<i>*Chomedy</i>	Canadian National
Trinidad.....	August 10-16	<i>Alcoa Pennant</i>	Alcoa Steamships
Trinidad.....	August 12-15	<i>*Lorne Park</i>	Canadian National
Trinidad.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Trinidad.....	August 20-23	<i>*Sutherland Park</i>	Canadian National
Trinidad.....	September 9-13	<i>*Chomedy</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the above table, the following departures are listed by operators:—

Iceland—

Reykjavik September 1 *True Knot* F. K. Warren Ltd.

Newfoundland—

St. John's August 11 *Savoy* Newfoundland Canada
 St. John's August 24 *Fort Amherst* Furness Red Cross

United Kingdom—

Liverpool August 27 *Mauretania* Cunard White Star
 Southampton August 18 *Aquitania* Cunard White Star

West Indies—

Bermuda August 13 *Fort Townshend* ... Furness Red Cross

Departures from Vancouver

Shippers in Western Canada are furnished with frequent sailings from Vancouver to various parts of the world, thereby enabling them to participate in the development of foreign markets. It is not yet possible to record in this section the names of ships and their loading dates, such information being available to operators only within a short time of their being placed on the berth. As a service to exporters, the countries to which sailings are maintained, with the names of operators to whom inquiries may be submitted, are shown below:—

Africa (South and West)	Anglo Canadian Shipping Co., Ltd. Canada Shipping Co., Ltd. Canadian Transport Co., Ltd. North Pacific Shipping Co., Ltd. Seaboard Shipping Co., Ltd. Western Canada Steamships, Ltd.
Australia	Anglo Canadian Shipping Co., Ltd. Canada Shipping Co., Ltd. Canadian Australasian Line, Ltd. Empire Shipping Co., Ltd. Western Canada Steamships, Ltd.
China	Anglo Canadian Shipping Co., Ltd. Seaboard Shipping Co., Ltd. Western Canada Steamships, Ltd.
Egypt	Seaboard Shipping Co., Ltd.
India	Anglo Canadian Shipping Co., Ltd. Canada Shipping Co., Ltd. Canadian Transport Co., Ltd. Seaboard Shipping Co., Ltd.
Mexico (West Coast)	Johnson Walton Steamships, Ltd.
Middle East	Seaboard Shipping Co., Ltd.
New Zealand	Canadian Australasian Line, Ltd.
United Kingdom	Anglo Canadian Shipping Co., Ltd. Canada Shipping Co., Ltd. Canadian Transport Co., Ltd. Empire Shipping Co., Ltd. Johnson Walton Steamships, Ltd. Seaboard Shipping Co., Ltd. Western Canada Steamships, Ltd.

“Duchesses” Elevated to “Empresses”

Two Canadian Pacific “Duchess” liners, well known for many years in the transatlantic trade, are being elevated to the rank of “Empress”. The *Duchess of Richmond*, now being reconditioned on the Clyde, will be renamed *Empress of Canada*, while the *Duchess of Bedford* will be renamed *Empress of India*. Two others of this family, the *Duchess of Atholl* and the *Duchess of York*, were sunk by enemy action during the latter years of the war.

The decision to rename these ships might indicate signal recognition of their war service, for these 20,000-ton liners contributed materially to the final victory, in that they sailed the seas with thousands of navy, army and air force personnel, munitions of war and food required by the civilian population of Great Britain. They will continue to ply the waters of the St. Lawrence, for which they were specially designed, coming from Liverpool to Montreal in the summer and proceeding to Saint John, N.B., in the winter months, unless they should be diverted elsewhere on cruise service.

The former *Empress of Canada*, which was acclaimed for her aid to Japan and the stricken populace of Yokohama during the earthquake of 1923, was sunk twenty years later by the Italians off Freetown, Sierra Leone. The revival of an *Empress of India* recalls early days of the Canadian Pacific Steamships, as the original ship of that name was the first of three “White Empresses” placed in operation on the Pacific in 1891. She served in the first world war, having been purchased by an Indian maharajah, renamed the *Loyalty* and converted into a hospital ship.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in respect of shipments to countries in non-sterling areas, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations July 29	Nominal Quotations August 5
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2462	.2470
Australia.....	Pound		3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0236
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0534	.0534
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2084
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3770	.3770
Netherlands East Indies.....	Florin	....	.3770	.3770
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2785	.2785
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0077	.0077
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in twenty-seven British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

CANADIAN GOVERNMENT TRADE COMMISSIONERS

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—

Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).

Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary. Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrópole, 7th Floor, Av. Presidente Wilson 165.

British India

Acting Trade Commissioner. Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road. Territory includes Burma and Ceylon.

British Malaya

ARTHUR WILDING, Canadian Commercial Agent. Address for letters—% Chartered Bank of India, Australia and China. Singapore, Straits Settlements.

Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India. *Cable address, Wilding, Chartered Bank, Singapore.*

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers. Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building. Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523. Territory includes Republic of Panama, the Canal Zone, Nicaragua, and Costa Rica.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17. Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

RICHARD GREW. Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil. Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris. Territory includes Switzerland.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris. Territory includes Belgium, the Netherlands, and Denmark.

Hong Kong

Acting Trade Commissioner. Address for letters—% Passenger Department, Canadian Pacific Railway Company.

Ireland

E. L. MCCOLL, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

CANADIAN GOVERNMENT TRADE COMMISSIONERS—*Concluded*

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Territory includes Guatemala, Honduras, and Salvador.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 33, Auckland. Office—Yorkshire House, Shortland Street.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Orange Free State, the Rhodesias, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, Cantracom.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province and Southwest Africa, Natal, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, Cantracom.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, Canadian Stockholm.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: H. L. E. PRIESTMAN, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England and East Anglia.

Cable address, Sleighing, London.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist). Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucum.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy Annex, 1771 N Street N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—% Royal Bank of Canada, Caracas.

Territory includes Netherlands West Indies.

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, AUGUST 17, 1946

Certified Seed Potato Shipments To Cuba May Be Maintained

Cuban Government amends decree that proved almost prohibitive, as partial result of visit to Canada of agricultural representative to review situation—Heavy documentation was involved by original order.

By T. N. Beaupré, Export Division, Foreign Trade Service

Exports of Canadian Certified Seed Potatoes to Cuba should be substantially increased with the provision of additional shipping space, following the conclusion of hostilities. R. G. C. Smith, Commercial Secretary at the Canadian Legation, in Havana, reports that amendments have recently been made to legislation that had threatened to prohibit any large scale movement of seed potatoes from Canada to Cuba.

The purpose of a decree, gazetted in December, 1945, regulating the importation of seed potatoes, was to safeguard the grower and dealer. The Cuban Government sought to ensure that only seed potatoes certified to be of high quality should be brought into the country, and to educate growers to recognize varieties, diseases and grades of seed.

Effect of Decree Prohibitive

It became apparent to officials of the Departments of Agriculture and Trade and Commerce that this legislation would virtually prohibit the exportation of Canadian Certified Seed Potatoes to Cuba. There was no doubt of the Canadian product meeting the quality standards demanded, since it can compete with seed potatoes from any other country. But Canada was not equipped to furnish the considerable volume of documentation required by the Cuban authorities.

An official of the Cuban Department of Agriculture visited Canada last May and was conducted on a tour of areas in the Maritime Provinces producing seed potatoes. During this period he discussed articles of the decree with potato growers, shippers and government officials. As a result of these conversations and efforts made by the Commercial Secretary for Canada, the Cuban Minister of Agriculture has authorized the requested amendments.

Valuable Outlet for Potatoes

The Cuban market has been a valuable outlet for Canadian Certified Seed Potatoes, as indicated by the following table. During the period of hostilities, development of the market was arrested by the shortage of shipping space. It is reasonable to expect that, so long as standards of quality and service are maintained, shipments of seed potatoes to Cuba will continue in large volume.



Cuban Government Co-operates with Canada.

Seed Potato Exports to Cuba

Year	Bushels	Value
1937	395,923	\$484,092
1938	395,004	393,572
1939	366,226	335,588
1940	387,685	410,492
1941	314,027	283,492
1942	260,195	281,757
1943	206,754	342,165
1944	282,175	616,221
1945	206,754	282,175
*1946	201,063	400,938

*Six months.

Copies of the government decree and the recent amendments have been passed to the Canadian Department of Agriculture and will be made available to district seed potato inspectors for the information of interested growers and dealers.

Wheat Production in France Higher

Cereals.—The areas under cultivation of cereals in 1946 are about 10 per cent above those of last year, but are still slightly below those of 1944. The state of the crops is satisfactory, especially wheat, which comprises nearly 80 per cent of the area under cultivation.

Textiles.—There was a slight improvement in French textile production during the first three months of the year. The month of March especially showed appreciable progress, but activity in cotton and wool spinning was slowed up by the lack of dyes, etc., and in the case of all textiles by the insufficiency of coal. (*Barclays Bank Review.*)

Canadian Government Plans International Trade Fair

Proposed to hold first exhibition of this character in Toronto during summer of 1948—Expected invitations will be extended through Governments late in October—Fair not to be open to general public.

Canada's first International Trade Fair is planned for the summer of 1948, announcement to this effect having been made last Saturday by the Hon. James A. MacKinnon, Minister of Trade and Commerce. While the Canadian Government and Canadian exporters had participated in the past in this type of fair in the United Kingdom and other countries, the Minister declared this would be the first occasion on which such a fair was planned for Canada. The purpose of the fair was to provide an easily accessible meeting place for buyers and sellers from all parts of the world. It would not be an exhibition open to the general public.

Fair to be Held in Toronto

Investigations undertaken indicated that facilities of the Canadian National Exhibition buildings in Toronto were most suitable for an international display of the character under consideration.

It is expected that plans will be sufficiently advanced by October 15, 1946, to permit of the despatch of invitations through their respective governments to manufacturers and other producers within the British Commonwealth of Nations and of foreign countries with which Canada enjoys commercial relations.

Included with invitations to Canada's International Trade Fair will be details concerning rental conditions and other regulations.

United Kingdom is Principal Source Of Supply for Northern Ireland

Eighty-two per cent of foreign requirements secured from Great Britain—Canada shipped goods valued at £3,273,000 to Ulster in 1944—External trade highest since 1938.

By E. L. McColl, Canadian Trade Commissioner

Belfast, August 12, 1946.—Great Britain was the principal source of supply for Northern Ireland in 1944, imports from that country representing almost 82 per cent of the total. Canada was responsible for 3 per cent of the purchases made by Ulster from other countries. Total imports for the year under review were valued at £103,881,000, compared with £101,584,000 in 1943. Exports were also higher, having a value of £111,133,000, compared with £99,678,000 the previous year. The total external trade, amounting to £215,014,000, was the greatest since 1938.

While manufactured commodities headed the list of imports, foodstuffs other than pork products, tobacco, coal, cotton goods, machinery, woollen goods, gasoline, cotton yarns and wheat figured largely among the items brought into the country.

The increase in both imports and exports is shown in the following table:—

External Trade Figures

	Imports £'000	Exports £'000	Total Trade £'000
1938	54,385	51,061	105,446
1939	58,683	58,290	116,973
1940	78,338	79,632	157,970
1941	81,079	81,681	162,760
1942	102,647	87,379	190,026
1943	101,584	99,678	201,262
1944	103,881	111,133	215,014

Imports from countries that were the principal sources of supply during the years indicated are as follows:—

Principal Sources of Supply

	1938	1943	1944
	(Thousands of Pounds)		
United Kingdom	39,496	85,487	84,821
Eire	4,233	7,823	9,188
United States	2,385	2,346	3,524
Canada	1,415	3,730	3,273
Argentine Republic	961	80	774
Netherlands colonies	278	961	632
Australia	932	281	....

The following table indicates the value of imports by commodities:—

Imports by Commodities

	1938	1943	1944
	(Thousands of Pounds)		
Food, drink and tobacco—			
Maize	2,945	1	37
Tobacco, manufactured and unmanufactured	2,132	2,674	5,205
Feeding-stuffs for animals	1,240	1,466	1,354
Butter	1,085	127	248
Wheat	1,072	2,596	2,267
Tea	747	914	1,024
Wheat products (flour, etc.)	600	618	703
Fruit, raw	565	159	235
Ale, beer and porter	539	1,425	1,705
Eggs	422	293	344
Bacon, hams and pork	299	215	504
Other food and drink	5,253	8,205	9,203
Total	16,899	18,693	22,829
Raw materials and articles mainly unmanufactured—			
Coal	2,762	7,135	5,584
Flax, dressed and undressed	2,283	1,241	1,984
Flax tow	540	939	673
Hemp .....	....	303	326
Wool .....	....	164	455
Wood and timber	563	593	577
Other raw materials, etc.	1,039	1,340	1,730
Total	7,187	11,720	11,329
Articles wholly or mainly manufactured—			
Cotton goods	5,086	6,546	6,184
Motor cars	1,887	2,296	1,245
Machinery	1,805	6,761	6,573
Paper, newspapers and stationery	1,734	1,537	1,250
Woollen goods	1,187	3,648	4,003
Motor spirit, kerosene and fuel oils	777	5,016	6,207
Cotton yarns	762	4,770	3,567
Plates and sheets (metal)	758	1,945	1,633
Linen goods	463	265	219
Linen yarn	175	21	66
Other articles wholly or mainly manufactured	13,527	33,646	33,335
Total	28,161	66,451	64,282
Live stock	2,138	4,719	5,441
Total imports	£54,385	£101,584	£103,881

Exports by Commodities

	1938	1943	1944
	(Thousands of Pounds)		
Food and drink	9,063	11,063	10,257
Raw materials and articles mainly unmanufactured	1,422	4,796	4,496
Articles wholly or mainly manufactured	26,775	48,454	58,306
Tobacco and cigarettes: ropes, cordage and twine; and value of ships and aircraft built and repair work done for owners outside Northern Ireland	9,632	30,169	32,255
Live stock	4,169	5,196	5,820
Total	£51,061	£99,678	£111,133

Provision Made for Twenty New Factories in New South Wales

Arrangements effected with the State Government—First bitumen refinery in Australia to produce 50,000 tons of bitumen and 50,000 tons of gasoline per annum—Commonwealth exports valued at £129 millions for nine months, an increase of £15 millions—Adverse trade balance is £19 millions.

By B. I. Rankin, Assistant Commercial Secretary for Canada

Sydney, August 5, 1946.—Twenty new factories will be established in New South Wales, under an arrangement effected with the Government of this State, sixteen of these being erected in country districts and four in urban areas. Also, plans are being made for an additional twenty factories to be established in the State. Those to be built in the metropolitan area are a bitumen refinery at Bunnerong, a package factory at Alexandria, a fibreboard plant at Alexandria and one to manufacture electrical motors at St. Leonards.

Plants to be established in country districts are a bacon-curing factory at Cootamundra, a slipper and shoe factory at Woy Woy, one to manufacture household utensils at Newcastle, a food processing plant at Orange, a factory for making gloves at Wellington, one for confectionery at Maitland, a shirt factory and one for the manufacture of woollen goods at Lithgow, plants for the fabrication of shirts, textiles, trousers and for food processing at Wollongong, a factory for the fabrication of men's wear at Gosford, and another at Maitland, and a factory for making shirts at Woy Woy.

First Bitumen Factory in Australia

The bitumen refinery near Bunnerong, which will cost about £500,000, will be the first of its kind in Australia, while the company charged with its erection, the Bitumen and Oil Refineries (Australia) Limited, has a nominal capital of £2,000,000. Its annual output is expected to approximate 50,000 tons of bitumen and 50,000 tons of gasoline and other products. The refinery is to be built on Crown land.

The bacon-curing factory proposed for Cootamundra, which is expected to cost £50,000, will be the largest of its kind outside the metropolitan area.

New factories, which started operations last April, include five engaged in the manufacture of textiles, at Cowra, Corowa, Helensburgh, Boorowa

and Penrith. A slipper factory started operations at Wingham, one manufacturing men's clothing was started at Yass, a factory for the production of refrigeration machinery was opened at Orange and a bedding factory began production at Goulburn. These nine new plants will employ nearly two thousand persons when in full production.

Cosmetics Plant to Supply Oceania

Max Factor, American cosmetics manufacturer, plans to begin production at Woolloomooloo next October, the plant being established in a former munitions annex. This factory, which will have 28,000 square feet of floor space and is expected to employ more than two hundred personnel, will supply the Australian market and that of New Zealand.

Rotary files, flexible shafting, steel brushes, etc., will be manufactured by B. O. Morris Pty., Limited, an engineering firm with headquarters in Birmingham, England, from which machinery has been shipped to Australia. A large plant, formerly used for the production of munitions, has been leased from the Secondary Industries Commission at St. Marys. To provide for expansion, the nominal capital of the company has been increased from £25,000 to £100,000.

In an effort to meet the demand for motorcycles and bicycles in Australia, New Zealand, China, India and Malaya, plans are being made for the establishment of a factory in the vicinity of Sydney by Bennett and Wood Pty., Limited. Arrangements are also being made, on behalf of Begley and Company, Limited, of Bacup, Lancashire, England, to erect a plant for the production of a new type of rubber and leather plastic.

Exports of Commonwealth Rise

Exports of Australian merchandise during the nine months ended on March 31, 1946, were valued at £129,326,000, compared with £114,213,000 during the corresponding period last year. Overseas trade figures released on June 6 by the Commonwealth Statistician indicate that the value of imports during 1945-46 amounted to £148,629,000, compared with £172,624,000 during the previous year. An adverse trade balance of £19,303,000 was recorded. This compares with an adverse trade balance last year of £58,501,000.

Exports of cigars, cigarettes and snuff were valued at £666,000, compared with £460,000 in 1944-45. Imports of unmanufactured tobacco increased from £2,905,000 to £3,397,000 in 1945-46.

U.K. Ships Manufactures to Malta

The increase in imports continues. Shipments of pollard, cottonseed cakes, horsebeans, dariseed and molasses have arrived from Egypt as well as chickpeas, haricot beans, figs and sultanas from Turkey. Amongst other commodities which have been received are wine from France, Spain and Cyprus; matches from Sweden; plywood from Finland; cement from Yugoslavia and live cattle for slaughter from Tripoli and Cyrenaica. The chief imports from the United Kingdom continue to be manufactured goods.

A further increase is reported in trade with Italy and France mainly in textiles and choice wines, while initial orders for glassware from Czechoslovakia have been placed.

The local button manufacturing industry is working at full pressure and it is anticipated that the output will by the end of August surpass the pre-war level. (*Barclays Bank Review*.)

Industrial Machinery Heads Import List for Half Year

Decline in purchases of war materials accounts for 78 per cent of total decrease from figures for corresponding period of 1945—Conclusion of hostilities reflected in resumption of more normal trade—Rise in value of coffee imports equals drop in those of tea.

Machinery, other than that required by agriculture, headed the list of commodity imports during the first six months of the current calendar year, followed closely by coal, cotton and petroleum. As indicated in the previous issue of the *Commercial Intelligence Journal*, imports for the first half of this year were valued at \$879·9 millions, compared with \$798·7 millions during the corresponding period last year, and with \$751·0 millions for the twelve months of 1939.

Figures released by the External Trade Branch, Dominion Bureau of Statistics, indicate a number of substantial increases and decreases, compared with the first six months of 1945. Of the former, there has been a decline of \$63·6 millions in war materials, which accounts for 78 per cent of the difference between the value of imports this year and the corresponding period in 1945.

End of War Reflected in Increases

Substantial increases are recorded for the following items: machinery, other than agricultural, passenger automobiles, clay and its products, coal, glass and glassware, petroleum, sundry non-metallic minerals, sundry chemical products, household and personal equipment, refrigerators and parts, musical instruments, furs, flax, hemp and jute, paper, books and printed matter. This situation reflects the conclusion of hostilities and the resumption of more normal trade, many of the commodities noted above being no longer under strict wartime controls.

Substantial decreases are recorded for the following items: tea, iron ore, iron castings and forgings, engines and boilers, automobile parts, radio and wireless apparatus, sundry non-ferrous metals, ships and vessels, vehicles other than those made of iron, aircraft and sundry miscellaneous commodities. While the conclusion of hostilities has also influenced this situation, industrial unrest in the United States, with reduced production, may be held responsible for the decline in such items as iron ore, iron castings and forgings and automobile parts. No explanation is immediately available for a material decrease in the import value of tea brought into Canada, though it may be claimed that advantage has been taken of the fact that coffee has been in increased supply. It is noted, however, that there was an increase of \$6·5 millions in the value of coffee and chicory imported, as against a decline of \$6·9 millions in the value of tea brought into the country.

Commodity imports during the first six months of 1946, arranged in order of importance, compared with corresponding figures for 1945 and with the value of imports into Canada during the twelve months of 1939, are as follows:—

Principal Imports into Canada

	6 Months 1946	6 Months 1945	12 Months 1939
	(Millions of Dollars)		
Machinery (except farm)	58.8	45.9	42.8
Coal	53.2	49.3	45.8
Cotton	52.8	44.5	36.6
Petroleum products	50.0	42.1	56.0
Vehicles and parts	45.5	46.7	42.1
Fresh fruit	34.0	25.7	15.4
Wool	27.4	22.6	26.2
Farm implements	27.1	25.1	20.9
Rolling mill products	23.6	26.5	32.3
Electrical apparatus	22.1	23.6	13.7
Sundry iron products	21.6	16.7	16.3
Fresh vegetables	21.1	12.3	6.1
Sugar	18.7	16.9	23.4
Sundry chemical products	17.1	14.5	9.4
Books and printed matter	15.3	10.0	15.1
Furs	15.3	9.3	7.1
Flax, hemp and jute	12.1	8.5	9.2
Nuts	11.9	5.3	3.7
Engines and boilers	11.8	16.7	7.6
Glass and glassware	10.2	8.4	7.9
Artificial silk	9.6	11.9	5.4
Coffee and chicory	9.6	3.1	4.6
Paper	9.2	6.7	8.6
Clay and products	8.7	6.6	7.9
Rubber	7.1	9.3	16.1
Grains	6.8	5.2	7.4
Scientific equipment	6.3	4.6	4.7
Soap	6.1	5.1	.6
Dried fruit	5.8	5.6	5.7
Stone and products	5.8	4.6	7.6
Precious metals	5.5	3.3	3.5
Paints and varnishes	5.2	4.3	4.7
Vegetable oils (non edible)	5.2	6.2	8.7
Manufactured wood	5.1	4.1	4.6
Drugs and medicines	5.0	4.9	4.0
Tea	5.0	11.9	10.1
Tools	4.8	3.8	2.4
Dyeing and tanning materials	4.7	4.0	6.3
Distilled beverages	4.4	2.6	5.6
Iron pipes	3.9	2.5	2.3
Cellulose products	3.3	2.7	1.8
Hardware and cutlery	3.1	2.2	2.3
Castings and forgings	3.0	4.9	2.7
Brass	2.9	2.2	2.7
Sports goods	2.8	1.3	3.4
War materials	2.6	66.2	....
Soda compounds	2.5	1.8	....
Cocoa and chocolate	2.3	2.2	2.3
Fertilizers	2.3	1.5	3.9
Leather, manufactured	2.3	1.6	2.7
Refrigerators	2.1	.1	....
Leather, unmanufactured	2.1	1.7	3.2
Canned fruit	2.0	.9	1.8
Animal oils	1.9	1.6	1.2
Iron wire	1.7	2.2	1.7
Tobacco	1.6	1.2	2.4
Acids	1.6	1.6	2.1
Animals	1.6	1.1	.9
Nickel	1.5	.6	1.6
Iron stampings	1.5	1.0	1.8
Fish, fresh and frozen	1.4	1.2	.9
Silk	1.4	1.0	8.7
Vegetable oils (edible)	1.1	.2	.7
Seeds	1.1	1.1	2.2
Hides and skins	1.1	1.8	6.2
Musical instruments	1.1	.4	1.0
Hairs and bristles	1.1	.6	.7
Wines	1.0	.4	.8
Works of art	1.0	.5	1.3
Totals	\$879.9	\$798.7	\$751.0

Commodity Groups Show Rise

Increases are recorded by all the commodity groups for the first half of 1946, compared with the corresponding period of 1945, with the exception of non-ferrous metals and their products, which are only slightly down, and certain miscellaneous commodities. Figures indicating imports in the respective groups for the six months ended on June 30, 1946, as compared with corresponding figures for 1945 and with those for twelve months in 1939, are shown below:—

Imports by Commodity Groups

	6 Months 1946	6 Months 1945	12 Months 1939
	(Millions of Dollars)		
Agricultural and vegetable products	151.4	117.3	127.8
Animals and products	30.9	22.2	32.7
Fibres and textiles	118.2	100.2	100.9
Wood and paper	33.4	23.9	33.7
Iron and products	209.8	201.1	183.2
Non-ferrous metals	52.4	55.1	42.1
Non-metallic minerals	137.3	118.3	132.8
Chemicals and products	46.8	39.4	43.7
Miscellaneous products	99.6	121.3	54.1
Total	\$879.9	\$798.7	\$751.0

Imports for Consumption in Detail

Imports of commodities for consumption for the six months ended last June, compared with the corresponding period last year, and for the month of June are shown in greater detail in the following table:—

Imports for Consumption, by Commodities

	Month of June	Month of June	Six months ended June	Six months ended June
	1945	1946	1945	1946
	Thousands of Dollars			
AGRICULTURAL AND VEGETABLE PRODUCTS..	22,092	25,978	117,270	151,438
Fruits	8,004	9,949	33,192	45,235
Fruits, fresh	5,981	7,895	25,738	33,981
Fruits, dried	1,607	988	5,618	5,856
Fruits, canned	247	579	958	1,967
Fruit juices and fruit syrups	169	487	878	3,431
Nuts	1,269	2,175	5,354	11,926
Vegetables	2,724	3,474	12,500	21,490
Vegetables, fresh	2,719	3,403	12,285	21,121
Vegetables, dried	2	49	22	253
Vegetables, canned .....	....	1	44	17
Pickles, sauces and catsups	4	21	148	99
Grains and products	899	470	5,206	6,858
Rice	158	....	1,251	624
Oils, vegetable, edible	51	64	184	1,182
Sugar and products	4,684	3,166	16,929	18,697
Sugar	4,170	2,327	16,029	15,234
Cocoa and chocolate	109	565	2,200	2,335
Coffee and chicory	884	1,652	3,144	9,571
Spices	176	106	424	544
Tea	223	449	11,883	4,968
Vegetable products, other, mainly food.	42	82	376	1,258
Beverages, alcoholic	504	864	3,061	5,501
Ale, beer, porter, stout	2	....	23	3
Beverages, distilled	422	695	2,656	4,448
Wines	80	169	381	1,050
Gums and resins	296	271	2,388	2,420
Oil cake and oil-cake meal	10	21	89	166
Oils, vegetable, not edible	601	796	6,191	5,152
Plants, shrubs, trees and vines	35	55	360	797
Rubber	1,041	932	9,265	7,120
Rubber, crude	282	47	4,718	1,752
Seeds	25	25	1,129	1,096
Tobacco	223	326	1,166	1,650
Vegetable products, other, not food ..	291	536	2,227	3,469

Imports for Consumption, by Commodities—Continued

	Month of June		Six months ended June	
	1945	1946	1945	1946
	Thousands of Dollars			
ANIMALS AND ANIMAL PRODUCTS	3,631	4,068	22,211	30,962
Animals, living	112	210	1,149	1,573
Bone, ivory and shell products	63	63	342	352
Feathers and quills	24	87	102	203
Fish and fishery products, n.o.p.	315	462	1,509	1,841
Fish, fresh and frozen	262	305	1,210	1,366
Fish, dried, salted, pickled, smoked .	26	70	130	219
Fish, canned or preserved	5	3	40	33
Furs	1,133	1,568	9,255	15,288
Undressed furs	664	821	6,484	10,648
Hair and bristles	65	284	612	1,064
Hides and skins, raw	90	149	1,851	1,086
Leather, unmanufactured	433	329	1,773	2,077
Leather, manufactured	265	407	1,632	2,306
Meats	95	122	388	648
Milk and products	14	71	158	294
Animal oils, fats, greases and wax ...	693	71	1,577	1,865
Animal products, other	329	246	1,863	2,367
FIBRES, TEXTILES AND TEXTILE PRODUCTS	15,472	20,129	100,182	118,165
Cotton	5,940	9,368	44,053	52,764
Raw, and linters	2,376	3,627	18,328	21,740
Yarn	704	786	3,629	4,136
Fabrics	2,357	3,892	18,644	21,965
Flax, hemp and jute	808	2,085	8,460	12,111
Yarn	119	131	814	669
Fabrics, flax and hemp	78	249	444	1,173
Fabrics, jute	116	1,008	5,540	7,381
Silk	128	201	1,022	1,356
Fabrics	122	192	1,000	1,310
Wool	4,577	4,778	22,590	27,368
Raw wool	1,338	957	5,876	7,744
Noils and tops	887	819	3,474	4,057
Yarn	760	555	3,533	3,063
Worsted and serges	983	1,217	4,260	5,968
Fabrics, other	484	648	3,164	3,659
Artificial silk	1,869	1,846	11,875	9,641
Yarn, twist and thread	1,130	867	6,651	4,591
Fabrics	686	794	5,018	4,291
Fibres and products, other	652	254	4,109	5,756
Mixed textile products	1,498	1,597	8,074	9,169
WOOD, WOOD PRODUCTS AND PAPER	4,057	5,824	23,868	33,376
Wood, unmanufactured	498	681	3,126	3,730
Planks and boards	289	383	1,994	2,259
Wood, manufactured	709	1,012	4,090	5,140
Wood-pulp	112	123	597	689
Paper	1,218	1,509	6,682	9,160
Books and printed matter	1,632	2,622	9,970	15,347
IRON AND ITS PRODUCTS	36,778	40,453	201,105	209,830
Iron ore	940	395	2,865	610
Ferro-alloys	44	15	455	181
Pigs, ingots, blooms, billets	140	32	1,813	289
Scrap iron	100	179	473	733
Castings and forgings	777	517	4,914	2,976
Rolling mill products	4,777	3,954	26,552	23,618
Pipes, tubes and fittings	350	744	2,472	3,952
Wire	362	308	2,214	1,690
Chains	133	175	1,034	831
Engines and boilers	4,165	2,615	16,705	11,802
Farm implements and machinery	4,585	5,428	25,085	27,147
Hardware and cutlery	382	548	2,202	3,139
Machinery (except agricultural)	9,541	11,290	45,901	58,768
Springs	67	113	150	656
Stamped and coated products	185	262	1,000	1,460
Tools	635	769	3,842	4,851
Vehicles, chiefly of iron	7,002	8,993	46,744	45,549
Automobiles, freight	37	528	1,569	2,010
Automobiles, passenger	235	1,595	1,108	6,157
Automobile parts	6,393	5,917	40,985	34,001
Iron products, other	2,593	4,117	16,681	21,576

Imports for Consumption, by Commodities—Concluded.

	Month of June		Six months ended June	
	1945	1946	1945	1946
	Thousands of Dollars			
NON-FERROUS METALS AND THEIR PRODUCTS	10,723	11,190	55,018	52,393
Aluminium	1,511	1,254	4,106	4,113
Brass	358	595	2,186	2,870
Copper	84	99	492	751
Lead	13	13	168	69
Nickel	104	288	589	1,466
Precious metals (except gold)	965	1,636	3,276	5,597
Tin	790	868	4,100	3,500
Zinc	57	142	449	943
Alloys, n.o.p.	78	127	441	482
Clocks and watches	810	688	2,835	3,695
Electrical apparatus	3,590	4,055	23,620	22,084
Radio and wireless apparatus	1,218	888	9,217	5,280
Gas apparatus	35	50	202	222
Printing materials	106	135	578	862
Non-ferrous metals, other	2,223	1,240	11,976	5,829
NON-METALLIC MINERALS AND THEIR PRODUCTS	24,555	23,776	118,329	137,323
Asbestos	233	209	1,137	933
Clay and products	1,253	1,628	6,642	8,679
Coal and products	9,323	5,880	49,326	53,170
Coal	8,190	5,066	43,672	47,186
Coke	1,056	766	5,067	5,407
Glass and glassware	1,402	1,725	8,359	10,167
Graphite	44	47	239	267
Mica and products	24	27	123	133
Petroleum products	10,188	11,429	42,079	50,010
Stone and products	910	1,292	4,581	5,840
Non-metallic minerals, other	1,177	1,540	5,843	8,124
CHEMICALS AND ALLIED PRODUCTS	6,643	7,507	39,438	46,802
Acids	260	246	1,600	1,628
Alcohols, industrial	38	32	156	248
Cellulose products	466	618	2,709	3,288
Drugs and medicines	944	925	4,856	5,038
Dyeing and tanning materials	691	812	3,986	4,670
Explosives	108	49	457	438
Fertilizers	214	175	1,455	2,322
Paints and varnishes	756	838	4,328	5,192
Perfumery, cosmetics, toilet preparat's.	32	41	198	285
Soap	11	41	80	466
Inorganic chemicals, n.o.p.	804	1,082	5,128	6,127
Potash and compounds	46	51	417	301
Soda and compounds	341	362	1,765	2,463
Chemical products, other	2,320	2,650	14,484	17,100
MISCELLANEOUS COMMODITIES	22,528	18,732	121,275	99,584
Amusement and sporting goods	172	604	1,328	2,814
Brushes	51	45	166	308
Containers, n.o.p.	116	172	718	980
Household & personal equipment, n.o.p.	553	1,402	3,768	8,091
Refrigerators and parts	16	371	122	2,126
Mineral and aerated waters .....	....	1	2	7
Musical instruments	73	230	394	1,072
Scientific and educational equipment ..	847	1,282	4,643	6,346
Ships and vessels	10	78	1,226	378
Vehicles, except iron	1,521	799	11,522	5,236
Aircraft (excluding engines)	1,476	704	11,318	4,754
Paintings and other works of art	77	137	466	1,023
Miscellaneous commodities, other	19,108	13,982	97,043	73,331
War materials (Order in Council) ..	13,515	23	66,194	2,580
TOTAL IMPORTS	146,479	157,658	798,695	879,875
TOTAL BRITISH EMPIRE	24,815	34,030	130,121	174,719
TOTAL FOREIGN COUNTRIES	121,664	123,628	668,574	705,156

New Series of Postage Stamps Portrays Canadian Industry

Designs represent sources of supply for commodities being exported to foreign lands—Industry, including hydropower, and transportation are reflected—Victory and peace are symbolized—Full geographical coverage provided by pictorial series.

Pictorial postage stamps, portraying industries that contribute materially to the foreign trade of Canada, will be introduced to the public on Monday, September 16, 1946, announcement to this effect having been made last week by the Hon. Ernest Bertrand, K.C., M.P., Postmaster-General. These stamps reflect the return of this country to a peacetime economy, succeeding as they do a series that illustrated the war effort of Canadians.

Agriculture, which leads the list of industries that furnished the largest volume of exports during the first six months of this year, is represented by a rural scene in Ontario and harvesting operations on the wide wheat lands of Western Canada. The fisheries are stressed by a schooner, of a type familiar to residents of the Maritime Provinces presenting an impression of the importance of this industry.

Forest Products Featured

The forests, which furnish the second largest group of products shipped to foreign lands, are portrayed by a lumbering scene. Farm implements, classed with iron and its products, are among the more important export items. They are shown in actual operation on two of the stamps, while other machinery is illustrated by a portable power chain saw, in action in the woods.

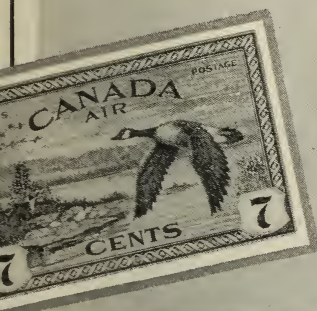
Two designs, depicting widely separated mining sites, represent the non-ferrous metal group of exports. Canada geese, which vie with beavers for recognition as a national emblem, are shown in flight over the nickel area of Sudbury, Ont., while the barren lands surrounding Great Bear Lake, on the fringe of the Arctic, are clearly portrayed. Here were discovered in 1930 the deposits of pitchblende that provided radium for the more rapid control of cancer and for employment in industry. There, also, were secured the uranium salts that contribute to the development of atomic energy. Likewise, in this group, is represented electrical equipment for the generation of hydropower, portrayed by a plant on the St. Maurice River, Quebec. Electrical apparatus figures largely in the list of Canada's exports.

New Train Ferry for P.E.I. Shown

Ships, which were built in large numbers by Canada throughout the war and are still in demand, are represented in this series of stamps by the new train ferry for operation across Northumberland Strait, between Prince Edward Island and the mainland. Transportation in the sky is reflected in the design of a D.C. 4-M four-engined aircraft, built in Canada, shown in flight over the ancient capital of Quebec. A faint outline of the harbour facilities recalls that Quebec is one of the leading seaports of the Dominion, from which commodities are shipped to various parts of the world. Finally, the Special Delivery Stamp shows the Arms of Canada, enclosed by laurel leaves and olive branches that symbolize victory and peace.

CANADA

1946



Pictorial Postage Stamps being Introduced on Monday, September 16, 1946.

Full geographical coverage of the Dominion has been secured in the designs for these new stamps, which portray the Maritimes, Quebec, Ontario, the Prairie Provinces, British Columbia and the Northwest Territories. There will be no change in the One Cent, Two Cent, Three Cent, Four Cent and Five Cent stamps, bearing the portrait of His Majesty the King.

Refrigeration Units Offered for Sale as Surplus Equipment

Units suitable for use in tropics—Wooden, flat-bottomed barges, unassembled and packed for export, available—Some 100,000 hexagonal nuts declared surplus.

Refrigeration units, designed to furnish ice and ice water for transport ferries or for small rooms, are among surplus material offered for sale by the Export Sales Division, War Assets Corporation. These are located at Vancouver and Sorel, and are being made available for \$1,250 each, complete with spares and tools. The equipment, which is new and in good condition, includes a condensing unit, a 2 h.p. D.C. motor, a bronze seawater pump, with a $\frac{1}{3}$ h.p. D.C. motor, a 35-gallon cooler, a 100-pound marine type ice maker, a set of tools for overhaul and ample spare parts. It is explained that waterproof electrical equipment, with components of non-corrosive metal, make these units suitable for use in the tropics.

Flat-bottomed Barges Available

Wooden, flat-bottomed "Minca" barges, designed for the transportation of materials, are being offered for sale at \$500 each. Located at the railway siding, Shediac, N.B., and in the vicinity of Montreal, these craft are unassembled and unused. In fact, they are in boxed condition, suitable for immediate export. Constructed in six sections, when fully assembled they measure 72 feet by 21 feet 6 inches, and have a depth of 7 feet 8 inches. The hold is 48 feet long and has a cargo capacity of about 150 tons.

Hexagonal Nuts Declared Surplus

Bids are invited for 62,895 hexagonal plain nuts, $\frac{5}{16}$ -inch, B.S.F., and 28,565 hexagonal plain nuts, $\frac{1}{4}$ -inch, B.S.F., new and unused, located in Montreal. Bids are also invited for 1,390 hexagonal nuts, located at Scarborough, Ont., 578 of these being of cadmium plated steel, B.S.F., $\frac{7}{16}$ -inch, $\frac{1}{2}$ -inch, $\frac{3}{8}$ -inch, and $\frac{5}{8}$ -inch, B.S.W. The balance, of 812, are steel nuts, B.S.W., $\frac{5}{8}$ -inch by 2 inches, $\frac{3}{8}$ -inch by $\frac{3}{4}$ -inch, and $\frac{3}{8}$ -inch by $1\frac{1}{4}$ -inch.

Billets and Bars for Sale

Bids are also invited for the following surplus steel billets and bars, located at Vancouver: 441 billets, totalling 219,568 pounds, H.R., aircraft alloy steel, annealed, Grade E-16/M, specification 4K-01166, 160 mm. R.C. square; 57 billets, totalling 41,227 pounds, H.R., aircraft alloy steel, annealed, Grade E-16/M, specification 4K-01166, 160 mm., R.C. square; 48,357 pounds of H.R. electric ball-bearing steel, annealed, Grade SHX-115, specification 4K-01102, 68 mm., round; and 11,807 bars, totalling 153,105 pounds, size 14 mm. hexagonal, specification 30X GAC. These are packed in 73 cases, averaging 165 bars, each case weighing 2,100 pounds.

The following items, described in previous issues of the *Commercial Intelligence Journal*, are still available for sale:—

Minesweepers—Steel, 180 feet, \$20,000.
Magnesium powder—224,000 lbs. at 40c. a pound.
Taps, dies and chasers—British standard.
Machine screws—British standard.
Winches, trawler—\$2,500.
Marine engines—\$25,000.
Marine boilers—\$12,000.
Coastal cargo vessels, 300 tons; now \$125,000 for export sale.
Tanac tugs, 64-foot—\$30,000.
Ramp cargo lighters—\$2,800.
Winches, minesweeping—\$2,500.
Mobile milk reconstruction units—\$7,250 and \$7,750.
Water distillery plants, capacity 100 tons a day.
Bedsteads, double-tier, ends only—\$1.75 each.
Prophylactic tubes.

All prices quoted by the War Assets Corporation are on an "as is, where is" basis, while offerings are subject to prior sale or withdrawal. Applications should be submitted to the Export Sales Division, No. 4 Temporary Building, Ottawa.

St. Vincent Secures Foodstuffs Principally from Canada

Canadian beer imports into Windward Island colony increased sharply in first four months of 1946, despite strong competition—More automobiles being purchased from Dominion—No exports made to Canada.

By T. G. Major, Canadian Trade Commissioner

Port of Spain, Trinidad, August 3, 1946.—Canada continues as the principal source of supply for foodstuffs imported by St. Vincent, in the Windward Islands, according to trade statistics for the first four months of 1946. Few significant changes in the value of the principal imports is noted, as compared with the same period in 1945.

As a result of the current fat shortage in Canada, and the agreement between the West Indian Colonies, Trinidad became the chief source of lard substitutes. Shipments of Canadian beer increased sharply, although greater competition was experienced from the United States and San Domingo. The Canadian share of the boot and shoe trade increased from 36 to 57 per cent.

Imports of automobiles and parts from Canada showed a large increase, 40 per cent of this business being secured by the Dominion. Most of the balance was attributed to the United Kingdom. Shipments of cement from England absorbed 87 per cent of the imports. The Canadian share of the tobacco, cigarette and lumber business showed substantial increases.

No exports were listed as being shipped to Canada, the principal items leaving the Caribbean area comprising arrowroot to the United States and Sea Island cotton to the United Kingdom.

Olive Oil, Wheat and Wine Are Leading Exports of Tunisia

Country is nearly self-supporting—Intensive irrigation policy required for wide area — Farm machinery used extensively, but replacements required after war years — Live stock population large, including nearly five million sheep, two million goats and six million poultry—Paper production from esparto grass and refinery for olive oil being considered.

By J. P. Manion, Canadian Trade Commissioner

(Ed.—This is the third in a series of articles on Tunisia, forming part of an economic survey made by the author in North Africa. Subsequent articles will present a review of foreign trade before the war and commercial prospects.)

Since olive oil, wine and wheat are the most important exports from Tunisia, agriculture plays a leading role in the economy of the country. In most products the country is self-supporting, the only important agricultural imports being rice, sugar, tea, tobacco, dairy products and some small quantities of coffee, barley, meat and fruits.

The climate of Northern Tunisia is similar to that of other Mediterranean countries. This country is more favoured than Algeria in that the Tunisian extension of the Tell Mountains quickly falls off into a series of rolling hills. As a result, the northwest trade winds deposit their rainfall on the eastern slopes of the higher Algerian mountains, and since the Tunisian rivers have their sources in that area, the slopes are generally well watered.

The largest valley in Northern Tunisia is that of the Majerda. This fertile valley is broad and extends from the border of Algeria right across to the sea near Tunis. The farms are large and well equipped, being irrigated largely by means of windmills imported from the United States.

Intensive Irrigation Policy Required

Precipitation decreases as one goes farther south along the Gulf of Tunis, and at about the half-way mark the desert almost reaches the sea. To some extent this is an advantage, since it makes more readily available for export such desert products as dates, figs and alfa, and semi-desert products such as olive oil. However, there is a large intermediate area which could be made much more fertile by means of an intensive irrigation policy, and this will soon have to be undertaken if the balance between a growing population and its food requirements is to be maintained.

The North African drought of 1945 did not affect Tunisia as severely as it did Algeria and Morocco. Reduction in cereal production was less than 50 per cent as against decreases, ranging from 60 to 75 per cent in the two other areas. Unfortunately, however, the drought and a low-production year for olives were concurrent, and the total result has been just as ruinous to the economy of this area as in the other two. Although olive trees are not greatly affected by average drought conditions, they have regular cycles of heavy and low production, and it is probable that Tunisia will not return to a normal olive oil production until 1947.

Much Agricultural Machinery in Use

To return to the northern areas, the large holdings have been accustomed to using large quantities of agricultural machinery. The following table gives the results of a census of usable farm machinery as at January 1, 1944:

Farm Machinery in Use, January 1, 1944

Grain drills	1,500
Fertilizer distributors	1,230
Moldboard plows, horse-drawn	6,000
Moldboard plows, tractor-drawn	800
Disc plows, tractor-drawn	3,250
Disc harrows, tractor-drawn	1,300
Cultivators, horse-drawn	2,000
Cultivators, tractor-drawn	900
Threshers	1,100
Binders	3,000
Mowers	2,000
Rakes	2,000
Wheel tractors	1,120
Tracked tractors	1,445

Prospective Imports Below Requirements

Even the machinery still in use has deteriorated considerably during the war, and much of it must be entirely replaced within a few years. In addition, the campaign for greater mechanization will require imports of substantial quantities of new equipment. Programmed imports for 1946 attempt to fill in the gaps caused by the war. Following are the figures:

Programmed Imports of Farm Machinery, 1946

	M. Tons
Tillage machinery	670
Harvest machinery	326
Other equipment	70
Repair parts	100

The only harvest machinery provided for in 1946 are reaper-threshers. The tonnage listed above represents about 100 such machines, as against the Algerian program of approximately 300 and that for Morocco of 177. The total for the whole area is about 575, but it is doubtful whether the usual sources will be able to meet requirements.

Cereal Production Reduced

As already stated, the severe drought of 1945 had a damaging effect on crops throughout the area, but in Tunisia the effects were not quite as serious as in Algeria and Morocco. The following table indicates the reduction in cereal production:

Tunisian Cereal Production

	Average 1934-38	1942 or 1943 as Available	1945 Estimate
	Figures in Metric Tons		
Hard wheat	220,000	130,000	90,000
Soft wheat	163,000	72,000	81,000
Barley	167,000	180,000	125,000
Oats	21,300	10,000	10,000
Total (approx.)	571,300	392,000	306,000
Requirements for food, feed and seed			539,700
Deficit, crop year 1945-46			233,700

It will be noted from the foregoing table that Tunisia was not in the past one of the important cereal-exporting countries in North Africa. Its surplus, at present rates of consumption, in the period 1934-38 was only 30,000 tons per year. To some extent this gives a false impression, since there were bad crops in 1934 and 1935 which were offset by good crops in 1937 and 1938. In the latter years, exports were respectively 82,000 and 106,000 tons, including wheat flour and groats. It is improbable that Tunisia's exports will again approach such quantities, even under normal conditions, due to the growing domestic demand of a steadily increasing population.

With respect to other crops, estimates for 1945 are impossible to obtain, and only a general indication as to crop results is given in the following table:

Agricultural Production, Other Than Cereals

	Average 1934-38	1942 or 1943 as Available	1945 Estimated
Dry legumes	25,300	6,720	Bad crop
Forage crops	99,400	88,000	Very bad crop
Oil seeds	347	100	
Potatoes	14,500	21,000	Bad crop
Olive oil	48,000	50,000	Bad crop
Citrus fruit	6,520	7,000	Increased planting effect a bad crop
* Table grapes	15,000	.....
Dates	22,000	7,000	Fair crop
Wine (hectolitres)	1,649,800	1,250,000	Fair crop

Large Live-Stock Population

As in all Moslem countries, the live-stock situation is indicative of rural prosperity. There are no figures available as to losses due to drought in 1946, but a substantial reduction is reported, more particularly in the number of sheep. These generally graze over semi-parched land, which drought conditions render completely arid. Sheep population in 1943 was reported to be 4,678,000, considerably more than the pre-war average. The number of cattle was stated to be 553,000 for the same period, and the goat population was 2,219,000. There were estimated to be over 6,000,000 poultry. No figures were given for horses, camels or donkeys.

Paper Production from Esparto Grass Proposed

Apart from the primary agricultural products noted above, there is a large output of alfa, or esparto grass, from some three million acres of semi-desert land. This production reaches a maximum of about 150,000 tons in years when the cereal crops are poor and farm labourers are obliged to look for other means of subsistence. Even under normal conditions, however, the crop never falls below 100,000 tons. A new and cheap method of extracting the cellulose fibre from this grass has been tried in Tunisia, and it is possible that some attempt may be made to produce paper within the country.

There are approximately 2.5 million acres of woods and forests, the principal growths being cork oak, evergreen oak, Aleppo pine and thuya. None of these woods makes satisfactory lumber, but some use is made of them for railway sleepers, pit-props and telephone poles. Tannin is extracted from some of the oaks, large quantities of charcoal are produced and, although Tunisia is less important than either Morocco or Algeria as a producer of cork, approximately 5,000 tons are made available per annum.

While discussing acreages of forests and alfa growth, it may be of interest to cite other acreage figures. Of the total area of the country

(48,500 square miles, or 31,150,000 acres), 22,500,000 acres are considered productive, but only 7,400,000 acres are arable. In addition, there are 250,000 acres of meadowland, one million acres of orchards and vineyards, and over 11 million acres of "common" land, mostly natural grazing grounds belonging to the various native tribes.

Domestic Industries Undeveloped

Tunisia is less developed than either Algeria or Morocco in respect of industries depending on agricultural production for their raw materials. Flour-milling is the only food-processing industry with excess capacity permitting of exports. The canning industry is backward, and capacity is only 300 tons per annum. The native leather trades are fairly active, but output is of far lower quality than that of Morocco.

The Bank of Tunisia is taking a keen interest in the extension of cold-storage and processing facilities and is supplying financial assistance in the hope that rapid development may take place. It is also trying to establish an oil-refining industry, which will permit Tunisia to export higher grades of olive oil. Up to the present, the primitive refining methods in use have permitted only of the export of industrial grades, while large quantities of unrefined oil were generally shipped to Italy, where they were refined and canned or bottled for export under Italian trade marks.

Burma Imposes Controls on Goods From Non-Sterling Countries

Special import licences must be obtained by importers in Burma from Director of Supply, Rangoon—System also applies to certain foodstuffs, irrespective of source of supply.

By G. A. Browne, Acting Canadian Trade Commissioner

Bombay, August 9, 1946.—Imports into Burma from countries outside the sterling area, including Canada and Newfoundland, are subject to a special import licence. These must be obtained by the importer in Burma from the Director of Supply, Commerce and Supply Department, Secretariat, Rangoon, before the goods are despatched. Imports from countries in the sterling area are subject to an open general licence, with a few exceptions.

Under this new import control system, special licences are required for the importation of the following commodities, irrespective of the country of origin: Animal feeding stuffs, cereals, tartaric acid, cocoa and its products, dairy products, fats and oils, fertilizers, fish, fruits, meats, pulses, seeds, soaps, spices, sugar, tea, edible nuts and vitamins.

Sterling Area Has Advantage

Under the open general licence, all goods from countries within the sterling area may be imported without restriction, with the main exception of foodstuffs on the reserve commodity list. This also covers imports of bona fide samples, advertising material, goods supplied free of charge to replace merchandise found to be defective or otherwise unfit for use, goods imported by certain consular offices, mineral oils, motor spirits and lubricating oils imported in bulk from the Persian Gulf area. Other exemptions under the open general licence are goods imported for trans-shipment or in bond for re-export, passengers' baggage, and postal parcels for private and personal use.

Fewer Fish Caught in Caspian As Level of Sea is Falling

Efforts made to overcome meat shortage in U.S.S.R. by increasing fish catch under direction of two fish ministries—Fish perished following destruction of Dnieper dam—Increased irrigation and expanding industry drain water from Volga and Caspian, also affecting shipping.

By European Section, Foreign Trade Service

Considerable attention is being given in the Soviet press to the urgency of rehabilitating and further developing the fishing industry, as a means of compensating for the depleted herds of live stock in these days of critical seasonal food shortages. Live stock breeding will require a relatively long period to restore, but it is optimistically suggested that the overall meat shortage in the Soviet Union may be mitigated in part by the fishing catch, which just prior to the war amounted to about 12 per cent of the world's total.

Two Fish Ministries Formed

Publication of the new Five-Year Plans for various industries has in many cases been accompanied by announcement of a decisive reorganization of the responsible industrial ministries. The decision to divide the Ministry of the Fishing Industry into two ministries, one for the eastern areas and one for the western areas of the Soviet Union, was announced in a decree dated May 8, 1946. Under the jurisdiction of the Ministry for the Eastern Areas are the fishing industries of the Far East and Siberia, while under that for the western area are the fishing industries of the Caspian and Azov-Black Sea, the Baltic and the Northern Basins. The Ministry for the Eastern Areas is charged with the task of exploiting to the utmost newly developed and newly acquired fishing grounds in the Pacific. The Ministry for the Western Area, however, is faced with the comparatively unpublicized, but none the less serious, problem of coping with a rapidly diminishing catch in the Caspian Sea. This in the past has always been the most important fishing area in the Soviet Union.

Annual Catch Gradually Declines

Whereas in 1913 the catch for the Caspian Sea amounted to 6,627,000 centners, or 65 per cent of the total for Russia; by 1929 the catch had dropped to 5,103,000 centners, or 55 per cent of the total for the Soviet Union. By 1937, it had dropped to 3,696,000 centners which, because of the increasing importance of the Northern Basin and the far eastern fishing grounds, represented only 23 per cent of the total catch. (*One centner equals 100 pounds approx.*) The most optimistic estimate for 1946 is "over 3,000,000 centners", which is below the pre-war levels. Partial explanation for this great drop in production of the fishing industry of the Caspian, at a time when Soviet production planners were promising to exploit the natural food resources of the country to the utmost, and when some of the largest fish processing plants in Europe were built on the northeast and northwest shore of the sea, may be found in the steadily dropping level of the water in the Caspian Sea. This problem has been perplexing Soviet scientists and engineers since before the war.

Level of Caspian Sea Dropping

The extent and great implication of this drop in the sea level is illustrated by the fact that, within recent years, its total surface area of 420,000 square kilometres has been curtailed by some 20,000 square kilometres in the northern part of the sea, where it is shallowest. This is most important as a factor influencing many industries, from shipping and fishing to chemicals and oil. The recession of the water has left coastal fishing establishments stranded far from the water line. Wharves and fish-curing plants have been left literally high and dry, and hence have become useless. Nor has the effect been confined to the Caspian Sea proper. Even the normal fish reserves of both the Caspian and Volga have been threatened. The Volga delta, with its innumerable backwaters and network of channels, has been left above the sea level and the fish have great difficulty in making their way upstream to spawn. As for shipping in the northern part of the sea, the scale of dredging has not been able to keep channels deep enough for the passage of ships at full draught, and loading has been curtailed.

Irrigation and Industry Drain Sea

This state of affairs is due simply to the fact that there has been a great reduction in the flow of water into the Caspian. It is attributed to climatic changes in the Volga and Kama basins, where during recent years the rainfall has decreased and the mean temperature risen. An important contributing factor is the increase in population of the Caspian basin and the consequent expansion of irrigation and industrial consumption of water. Soviet planners foresee the increasing importance of this factor in projects for extending irrigation in the Volga valley, the semi-arid Caspian lowlands, and the utilization of waters of the Kura and Aras for cotton cultivation in Azerbaijan.

In order to co-ordinate the work of experts who are tackling the problem, the Caspian Commission has been formed under the chairmanship of the Minister of Mercantile Marine. Two long range projects for raising the level of the sea are under consideration. One involves curtailing the area of the sea by cutting off some of its bulges, and thereby reducing losses by evaporation. The other proposes diverting water into the Caspian Basin from the adjoining Northern Baltic, Black and Azov, and Amu-Darya water streams. Both have obvious disadvantages and neither can alter the present circumstances in the immediate future.

Fish Perished When Dam Destroyed

In addition to this poor long-range prospect for the fishing industry of the Caspian Sea, the Ministry for the Western Areas is faced with a fishing fleet depleted by the war. Fishing reserves also declined rapidly during the war years, such as those of the Dnieper. When the Dnieper dam was blown up, most of the fish bred in the huge reservoir, some 75,000 acres in area, perished. It will take many years before the pre-war stock of fish is restored.

As a result of strong efforts to make up for declining catches in the Caspian, those of the Azov-Black Sea Basin and the Northern Basin have shown a tremendous increase. Despite the Soviet planners and the collectivization of the fishing industry, the total catch in western waters only increased from 8,505,000 centners in 1913 to 10,629,000 centners in 1937. This, however, represents a distinct improvement over 1929, when the industry in the western areas hit a new low of 6,961,000 centners.

Prewar Level is Demanded

In January of this year, the People's Commissar for the Fish Industry stated that, during 1946, the fish industry must produce 3,400,000 centners more than in 1945, and must reach the prewar level of the yearly fishing catch. With the knowledge that 1937 production was about 16 million centners, this would put 1945 production figures at the highly dubious total of over twelve and a half million centners.

The situation would seem to indicate unfavourable prospects for any immediate increase in the total fish catch in the western areas. Much attention is being directed to potentialities of the Far Eastern waters. But it is difficult to see how, in the absence of processing plants and adequate transportation facilities, an increase in the catch in those waters can affect the critical food situation in heavily populated sections of the European area of the Soviet Union.

Great Britain Approves Erection Of Numerous New Factories

Total of 1,453 to be established at cost of £62 millions—Extensive development in former depressed areas being undertaken—Employment for 218,000 additional persons to be provided.

By J. G. Dykes, Assistant Canadian Trade Commissioner

London, July 31, 1946.—Between the conclusion of hostilities and the end of June, approval has been granted for the establishment of 1,453 new factories in the United Kingdom, the estimated cost of which is £62,000,000 (\$249,860,000). The Government opposes any substantial expansion of industry in London and its vicinity, but plans to attract industrialists to other sections of the country. Development areas, formerly known as depressed areas, are being given special consideration.

Of the new factories approved, 585 are in the development areas, and 262 of these are in the course of construction. The approximate cost of these factories is £31,000,000. Half this sum will be incurred directly by the Government in the erection of plants to be rented. Others will be built by private enterprise.

It is estimated that additional employment for 135,000 persons will be provided by these 585 factories. In accord with the policy of making these areas less dependent on the basic industries, the new factories will provide employment in a wide range of light industries, in which women can find work as well as men. These include the manufacture of clothing, hosiery, glass, coal mining machinery, plastics, sheet metal, furniture, light engineering products, radio, electrical equipment and toys. The major proportion of the factories approved for construction in the development areas are in South Wales, with 192, the North-Eastern area, with 184, and Scotland, with 172.

The 868 factories to be established outside the development areas will also cost an estimated £31,000,000, all of which will be furnished by private enterprise. It is maintained that these factories will provide employment for 83,000 persons, of whom 53,000 will be men and 30,000 women. Only 98 of these plants will be in London and the South-Eastern area, while 173 are to be erected in the North-Western area, 155 in the Midlands, 131 in Yorkshire, 91 in the North Midlands and 54 in Scotland.

Brazil Devalues U.S. Dollar to Hold Rising Cost of Living

Free selling rate on the U.S. dollar is further reduced from 19.53 to 18.96 cruzeiros—Difficulties in securing merchandise abroad result in strong credit balances.

By W. Gibson Smith, Acting Commercial Secretary, Canadian Embassy

Rio de Janeiro, August 1, 1946.—Instructions were issued by the Brazilian Currency and Credit Control Board on July 30, 1946, again reducing the free selling rate on the U.S. dollar. The selling rate was lowered from 20.10 to 19.53 cruzeiros on July 22, 1946, and it has now been further reduced to 18.96 cruzeiros. At the same time, the three per cent tax previously levied on exchange transactions was cancelled. The new selling rate will mean an improvement for import transactions, while the buying rate for export bills remains unchanged at 18.74 cruzeiros. In part, at least, the present alteration in import exchange rates represents an endeavour to keep the cost of living from rising further.

Difficulties in Securing Imports

The exchange situation in Brazil during the months of April, May and June continued to be strong with balances abroad increasing due to excess of exports. The latest balance sheet published by the Bank of Brazil showed that their net credit balance at May 31, 1946, with foreign correspondents was \$304,000,000, as against \$285,000,000 on April 30. Their long-term liabilities amounted to about \$152,000,000 which, deducted from current balances abroad, gives a net balance of \$152,000,000. This represents an increase of \$20,000,000 over the figure for the month previous. This increase reflects present difficulties in securing merchandise abroad.

Exchange continued to be supplied for the remittance of profits, dividends, etc., and up to the beginning of June, \$4,250,000 were distributed for this purpose. Of this, 70 per cent went to dollar applicants and the balance for remittances in sterling and other currencies.

New Zealand Calls for Tenders For Electrical Equipment

Tenders for electrical equipment have been called by the State Hydro-electric Department in New Zealand, according to a despatch received from P. V. McLane, Commercial Secretary for Canada, in Auckland. The particulars are as follows:—

- (a) 100 KV Outdoor Switchgear and Steelwork
 - Contract No. 1 Section 59
 - Contract No. 2 Section 60
 - Contract No. 3 Section 61

(Tenders close at 4 p.m. on October 15, 1946.)

- (b) Three-phase 220 KV, 110 KV, 60 KV and 50 KV Lightning Arresters
 - Contract No. 4 Sections 3, Auckland; 308, Hamilton; 10 Napier; 233, Palmerston North; 78, Nelson; and 161, Christchurch.

(Tenders close at 4 p.m. on October 22, 1946.)

Specifications for these contracts are open for inspection by interested Canadian firms on application to the Department of Trade and Commerce, Ottawa. File No. 29048 should be quoted, in making application.

Gas Stoves Required by Mexico To Meet Building Expansion

Charcoal, burned in simple brazier, used by bulk of population—Remainder depends largely on stoves burning gas, which is one-half cost of electricity—Canadian product can compete on basis of price and quality—Industrialization increasing in Mexico, and domestic competition strong.

By A. W. Evans, Assistant Commercial Secretary, Canadian Embassy

Mexico City, August 13, 1946.—Gas stoves are in great demand in this country, together with other household appliances, due to the tremendous building program now being undertaken in all parts of Mexico. There is also a small market for electric stoves. There has been a steady rise in the standard of living during the last twenty years, accelerated by the war. Industrialization is increasing, and over four hundred new factories have been established during the past five or six years, the majority of these being located in the vicinity of this city. While present prosperity may be affected by outside influences, the increasing importance of the tourist industry as a substantial source of foreign exchange will offset to a large extent any decline in the volume of exports.

Neither coal nor wood is used extensively as fuel in Mexico. Charcoal is used almost exclusively by the bulk of the population, being burned in a rough type of simple brazier. These are normally built into a brick foundation, and accordingly become a fixture in the kitchen. The remainder of the population depends largely on gas stoves, though there are some electric stoves now in service, the ratio between these two being approximately ten to one. Figures for 1941, the latest available, indicate that the value of gas stoves of all kinds imported into Mexico was 4,499,243 pesos, as compared with electric stoves of all kinds to the value of 336,450 pesos.

Electricity More Expensive

Electricity is twice as expensive as gas in this country for heating purposes, which would account in part for the preference shown for gas stoves. The cost of 1,000 calories of gas at \$0.45 per kilogram is \$0.04 Mexican currency, whereas that of 1,000 calories of electricity at \$0.70 per kilowatt hour is \$0.08 Mexican currency. Also, the initial price of the gas stove is lower, which is an important consideration in a country with a wide marginal market. The gas companies, unlike those supplying electricity, maintain large showrooms and retail appliances. Furthermore, there is a wide difference in power and cycles throughout the country, and the consumer is unable to depend on the power supply, even in Mexico City, particularly during the rainy season. Power is shut off for several hours at a time, and this is repeated in the dry season if the previous rainy season was of short duration, due to the necessity for conserving power.

Bottled Gas Largely Used

Gas stoves in Mexico must have the burners adjusted to run on bottled gas, except in the Monterrey region, where natural gas from Texas is brought in by pipe line. The type of bottled gas is butane-propane,

compressed in a liquid form and sold in steel cylinders of twenty, forty-five and fifty-four kilograms.

Domestic competition is fairly strong, most of the stoves being imported, however, and assembled in Mexico, with some parts manufactured locally. The cost of the domestic article is nearly as high as of that brought in from abroad, but the former is much inferior in quality. Most purchasers prefer the imported article, despite the higher price. Electric stoves, due to the small number required, are all imported.

Large numbers of stoves are being shipped in from the United States, though the Canadian product is able to compete with these on the basis of price. Despite competition from the domestic product, it would appear that some time must elapse before high-quality stoves can be manufactured in Mexico on a competitive basis with those procured from other countries.

Postal Information

Parcel Rates to Argentina and Brazil

Postage rates on parcels proceeding to Brazil and Argentina by direct parcel post service have been revised. The new rates on parcels weighing between 10 and 15 pounds are: Argentina, \$2.50; Brazil, \$2.75. The new rates on parcels weighing between 15 and 20 pounds are: Argentina, \$3.25; Brazil, \$3.25.

Letter Limit to Austria Raised

The weight limitation for letters destined for Austria has been increased to one pound, whether these are for transportation by surface craft or by air. The contents are restricted to written material and related papers. Registration service has also been resumed. The following postage rates are now in effect: By surface transport, 5 cents for the first ounce and 3 cents for each additional ounce or fraction thereof; by surface transport to England and thence by air, 10 cents per ounce; by aircraft over the entire route, 30 cents per half-ounce. The registration fee is 10 cents additional.

Printed and commercial papers weighing up to one pound may be forwarded to Austria at the usual rates. Sample post has been resumed under normal conditions, including the weight limit of one pound.

Direct Parcel Post to Sweden

Direct parcel post service between Canada and Sweden has been resumed, supplementing that via the United Kingdom. The minimum rate is 50 cents for one pound, while that for twenty pounds is \$3.00. The first sailing in this new service was scheduled for August 16 by the *M.V. Vasaholm*, from Montreal.

It is indicated by the Post Office Department that the direct parcel post service to Sweden is less costly than that via the United Kingdom, though shippers are reminded that sailings are relatively irregular and on a monthly basis. Parcels for transmission via the United Kingdom should be prepaid at the prevailing rates. They should be legibly endorsed "via United Kingdom". No special eleven-pound gift parcel rate is in effect on the direct route. Commercial parcels forwarded by this service may be insured, however.

Trade and Tariff Regulations

Bahamas Lowers Duties on Eggs

Effective April 25, 1946, the Government of the Bahamas reduced customs duties on poultry eggs to the minimum rates of 2½d and 3d per dozen, respectively, under the British Preferential and the General Tariff. The former rates, which came into effect on April 30, 1945, were 9d and 1s, respectively.

Air Express to Colombia Needs Licence

Bogota, August 10, 1946 (FTS).—Effective September 1, 1946, all imports into Colombia by air express, valued at more than fifty pesos (\$28.00), require a prior import licence and must be accompanied by a consular invoice. This regulation puts air express shipments on the same basis as parcel post shipments.

It is recommended that advice should be forwarded by air mail to the agent or consignee in Colombia as soon as possible, as an import licence will be required, in accordance with this new decree. Time is important, as shipments arriving after September 1st can be released from customs only after the consignee has posted a bond of 200 per cent of the duty, until presentation of the import licence and stamped consular invoice from Canada.

These new regulations do not affect air express shipments valued at less than fifty pesos. It should be noted, however, that in the shipment of samples, the air express charges are included in the valuation when prepaid. Therefore, if samples valued at \$15 have shipping charges of a further \$15 prepaid, they will require a licence and consular invoice, whereas this would not be necessary if the samples were to be sent c.o.d. These conditions apply equally to sample shipments sent by parcel post.

Portugal Requires Consular Invoice

Lisbon, August 10, 1946 (FTS).—Shipments to Portugal valued at more than \$24.75, made from a Canadian port direct to a port in this country, must be accompanied by a consular invoice on a form supplied by the Consul, and viscd by the Portuguese Consular authorities in Canada. Merchandise is considered as being sent directly when transport is made solely by ship, with or without transshipment, provided that, in the former case, the shipment is made under direct bill of lading. The cost of the visa is \$1.15.

When merchandise is not sent directly to Portugal from the country of origin a certificate of origin issued by the Portuguese Consul is also required. For example, a shipment made from Toronto to Portugal by rail to New York and thence by ship, requires a certificate of origin. It is also required, if the goods are shipped in bond and held in bonded warehouses at the port of shipment in the United States. Shipments not complying with these regulations are subject, on admission into Portugal, to the maximum rates of duty under the Portuguese customs tariff, instead of to the much lower minimum rates to which Canadian goods are entitled. The cost of the certificates of origin is \$1.15 for shipments valued up to \$700, plus 25 cents for each additional \$100.

It should also be noted that any goods, which may be admitted for consumption in an intermediate country and thereafter re-exported to

Portugal, are dutiable under the maximum tariff, since they are thereby considered to have lost their identity as products of the country in which the goods were manufactured.

Rhodesia Grants Hat Rebate

Johannesburg, August 5, 1946 (FTS). — *The Southern Rhodesia Gazette*, dated June 21, indicates that a rebate or refund of the customs duties on the following articles, on their first importation or when taken out of bond by manufacturers to be used in the manufacture of hats, is authorized:—

New felt hoods made of wool, hair or mixtures thereof, not blocked, stiffened, ironed, shaped or worked up in any way, but in the rough; materials of all kinds, not cut to shape, for the making of linings, stiffeners, borders and bands, including inside bands; ribbons, silk laces, sewing threads and adhesive tape.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

88. **Belgian Congo**—Société Congolaise d'Entreprises Commerciales et Industrielles, Elizabethville, locally known as Soco, and formerly known as Hazan Frères, wholesalers and importers, are interested in placing with Canadian suppliers orders for a wide range of foodstuffs, furniture, furs, shoe polish, liquors, kitchen and household utensils, perfumes, cosmetics, cutlery, hardware, tableware, ladies' and men's wear and miscellaneous small wares. File: 19775.

(Ed.—L. H. Ausman has been appointed Canadian Trade Commissioner at Leopoldville, and will open a new office there in the near future.)

89. **Belgium**—L. A. Monchet, La Louviere, Brussels, through their representative, Madame C. A. Buisseret, whose buyers are Albern Sales, 475 Fifth Avenue, Suite 511, New York 17, N.Y., telephone: MUrray Hill 3-1093, are interested in making contact with Canadian firms in a position to supply pile cloth, called "Teddy Bear Cloth", as used to line pilots' jackets; nylon cloth for underwear; hosiery—rayon, pure silk and nylon.

Firms interested should write immediately in care of Albern Sales, as above listed. File: B-729.

90. **Switzerland**—Alois Dogwiler, "Baumgartli", Zug, Switzerland, is desirous of making contact with Canadian sources of supply for the following: Furs, pharmaceutical specialties, dolls, toys and novelties. File: 27430.

91. **Chile**—Corporacion de Representaciones Comerciales Prudencia Guzman & Cia., Casilla 228, La Paz, Bolivia. The above mentioned firm, well reported on, has expressed interest in obtaining the representation of Canadian manufacturers or exporters of the following products: Agricultural equipment, washing machines, canned sardines, whiskey, furs, air compressors and textiles. File: C. E. 238.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

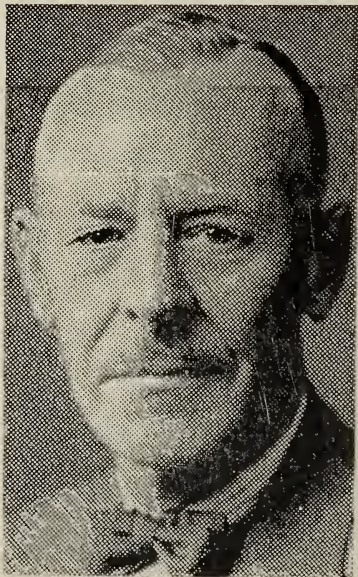
Brantford—Board of Trade.
Brockville—Chamber of Commerce.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Fredericton—Board of Trade.
Granby—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Montreal—Montreal Board of Trade.

Niagara Falls—Chamber of Commerce.
Oshawa—Chamber of Commerce.
Quebec City—Board of Trade.
Saint John—Board of Trade.
Sarnia—Chamber of Commerce.
Toronto—Can. Manufacturers' Assoc.
Vancouver—Can. Manufacturers' Association.
Welland—Board of Trade.
Windsor—Chamber of Commerce.

Maurice Bélanger, commercial secretary, Canadian Embassy, Rio de Janeiro, Brazil, has recently returned to Canada, and commenced his tour in Toronto on July 8.

C. Blair Birkett, who has spent the last six years in New Zealand as trade commissioner, recently returned, and commenced his tour in Ottawa on July 8. He has been appointed trade commissioner at Guatemala City, where he will open a new office on concluding his tour of Canada.

H. L. Brown, recently returned from Johannesburg, South Africa, where he was trade commissioner, began his Canadian tour in Toronto on July 15. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo.



Arthur E. Bryan, recently appointed Commercial Counsellor for Canada in the United Kingdom, is presently in Canada. Although he is not making an official tour of the country he plans to visit Montreal from August 13 to 19. He will be concerned principally with business emanating from Liverpool, where he was formerly stationed as trade commissioner.

Paul Sykes, who has recently returned from Bombay, India, commenced his tour at Kingston, Ont., on July 15. His territory included Burma and Ceylon. (Left.)

T. J. Monty, formerly trade commissioner at Los Angeles, Cal., is being transferred to Athens, Greece, as commercial secretary at the Canadian Embassy. His territory will include Turkey.

M. J. Vechsler, formerly trade commissioner in Chile, will continue his Canadian tour in Edmonton on September 5. He has been appointed trade commissioner at Liverpool, where his territory will include the Midlands, the North of England and Wales. Mr. Vechsler will take up this post on the conclusion of his tour.

Their itineraries are as follows:—

Maurice Bélanger

(Commercial Secretary, Canadian Embassy, Rio de Janeiro)

Kitchener—August 16-17.

C. Blair Birkett

(Appointed Trade Commissioner at Guatemala City)

Toronto—August 8-21.
Hamilton—August 22-26.
Kitchener—August 27.
London—August 28-29.

Sarnia—August 30-31.
Windsor—September 3.
Brantford—September 6.

H. L. Brown

(Recently Trade Commissioner at Johannesburg)

Montreal—August 14-23.
September 5-19.
Quebec—August 24.
Charlottetown—August 27.

Halifax—August 29-30.
Saint John—September 2-3.
Fredericton—September 4.
Ottawa—September 19-21.

T. J. Monty

(Appointed Commercial Secretary, Canadian Embassy, Athens)

Vancouver—August 19-24.

Paul Sykes

(Recently Trade Commissioner at Bombay)

Toronto—August 12-24.
Saint John—September 10.
Black's Harbour—September 11.

Halifax—September 13.
Kentville—September 14.

M. J. Vechsler

(Appointed Trade Commissioner at Liverpool)

Edmonton—September 5.
Vancouver—September 7-17.

Victoria—September 18-19.
Ottawa—September 23.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the sailing date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space.

Departures from Montreal

* Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator
Africa-East—			
Lourenco Marques...	September 15	<i>Cottrell</i>	Elder Dempster
Africa-South—			
Cape Town.....}	August 30	<i>Cargill</i>	Elder Dempster
Port Elizabeth.....	September 15	<i>Cottrell</i>	Elder Dempster
East London.....			
Durban.....}			
Argentina—			
Buenos Aires.....	Aug. 28—Sept. 2	<i>Sweepstakes</i>	Montreal Shipping
Australia—			
Melbourne.....}	.....	A Ship	M.A.N.Z. Line
Adelaide.....}			
Brisbane.....}	August 30—Sept. 4	<i>Port Campbell</i>	M.A.N.Z. Line
Sydney.....			
Melbourne.....}		A Ship	M.A.N.Z. Line
Belgium—			
Antwerp.....	August 17	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	August 20-25	<i>Marchdale</i>	March Shipping
Antwerp.....	August 25	<i>Ravnefjell</i>	Brock Shipping
Antwerp.....	September 1	<i>Harpefjell</i>	Brock Shipping
Antwerp.....	September 7-14	<i>Marchport</i>	March Shipping
Brazil—			
Rio de Janeiro.....}	August 25-30	<i>Fort Columbia</i>	Furness Withy
Santos.....	Aug. 28—Sept. 2	<i>Sweepstakes</i>	Montreal Shipping
Br. Honduras—			
Belize.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
China—			
Shanghai.....	September 24	<i>City of Yokohama</i>	McLean Kennedy
Colombia—			
Barranquilla.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Costa Rica—			
Port Limon.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator
Cuba— Havana.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Curaçao—	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
Egypt— Alexandria..... Port Said.....	August 20-23 August 20-23	<i>Empire Spartan</i> <i>City of Florence</i>	McLean Kennedy McLean Kennedy
Eire— Dublin.....	.....	A Ship	Shipping Limited
Germany— Hamburg..... Hamburg.....	August 20-25 September 7-14	<i>Marchdale</i> <i>Marchport</i>	March Shipping March Shipping
Guatemala— Puerto Barrios.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Holland— Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam.....	August 17 September 1 August 20-25 September 7-14	<i>Prins Willem IV</i> <i>Harpeffell</i> <i>Marchdale</i> <i>Marchport</i>	Shipping Limited Brock Shipping March Shipping March Shipping
Honduras— La Ceiba.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Hong Kong—	September 24	<i>City of Yokohama</i>	McLean Kennedy
India— Karachi..... Bombay..... Madras..... Calcutta.....	August 20-23 August 20-23	<i>Empire Spartan</i> <i>City of Florence</i>	McLean Kennedy McLean Kennedy
Mediterranean— Central Area..... Central Area..... Central Area.....	..... August 17-20 August 25-30	A Ship..... <i>Fort Island</i> <i>Mont Gaspe</i>	McLean Kennedy Montreal Shipping Montreal Shipping
Mexico— Vera Cruz.....	August 28-30	<i>Lansdowne Park</i>	Canadian National
Newfoundland— St. John's..... St. John's.....	August 29 Regular Sailings	<i>Elgin</i>	Nfld. Canada SS. Montreal Shipping
New Zealand— Wellington..... Auckland..... Wellington..... Lyttleton..... Dunedin.....	..... August 30—Sept. 4	A Ship <i>Kaikoura</i>	M.A.N.Z. Line M.A.N.Z. Line
Northern Ireland— Belfast.....	Aug. 31—Sept. 4	<i>Lord O'Neill</i>	McLean Kennedy
Panama— Cristobal.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Philippines— Manila.....	September 24	<i>City of Yokohama</i>	McLean Kennedy
Puerto Rico— San Juan.....	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
San Domingo— Ciudad Trujillo.....	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
Scandinavia— Baltic Ports..... Baltic Ports..... Baltic Ports.....	August 25 August 24 September 14	<i>Ravnefjell</i> <i>Erland</i> <i>Sparreholm</i>	Brock Shipping Swed. Amer. Mexico Swed. Amer. Mexico
United Kingdom— Avonmouth.....	August 25-30	<i>Empire Kangaroo</i>	Cunard Donaldson

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator
United Kingdom—Con			
Avonmouth.....	September 7-14	<i>Delilian</i>	Donaldson Atlantic
Bristol.....	.....	<i>A Ship</i>	Furness Withy
Glasgow.....	Aug. 28—Sept. 4	<i>Norwegian</i>	Donaldson Atlantic
Glasgow.....	September 7-14	<i>Delilian</i>	Donaldson Atlantic
Glasgow.....	September 17-23	<i>Salacia</i>	Donaldson Atlantic
Hull.....	August 22-26	<i>Bassano</i>	McLean Kennedy
Hull.....	September 3-7	<i>Samdel</i>	McLean Kennedy
Liverpool.....	August 18-24	<i>Valacia</i>	Cunard White Star
Liverpool.....	Aug. 31—Sept. 4	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool.....	September 2-7	<i>Cavina</i>	Cunard White Star
Liverpool.....	September 12	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	September 20	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	October 4-11	<i>Valacia</i>	Cunard White Star
London.....	August 20-24	<i>Beaverdell</i>	Canadian Pacific
London.....	August 23-30	<i>Fort Miami</i>	Cunard White Star
London.....	September 1	<i>Beaverdell</i>	Canadian Pacific
London.....	September 2-9	<i>Fort Spokane</i>	Cunard White Star
London.....	September 9	<i>Beaver Glen</i>	Canadian Pacific
London.....	September 20-26	<i>Bayano</i>	Cunard White Star
London.....	October 6	<i>Beaverdell</i>	Canadian Pacific
London.....	October 14	<i>Beaver Glen</i>	Canadian Pacific
Manchester.....	August 21-24	<i>Manchester Trader</i>	Furness Withy
Manchester.....	August 22	<i>Manchester City</i>	Furness Withy
Manchester.....	August 29	<i>Manchester Trader</i>	Furness Withy
Manchester.....	September 5	<i>Manchester Progress</i>	Furness Withy
Mancheste.....	September 12	<i>Manchester Shipper</i>	Furness Withy
Newcastle.....	August 19-22	<i>Cairnvalona</i>	Cairn Thompson
Uruguay—			
Montevideo.....	August 25-30	<i>Fort Columbia</i>	Furness Withy
Venezuela—			
La Guaira.....	August 17-21	<i>Bloomfield Park</i>	Saguenay Terminals
Maracaibo.....			
West Indies—			
Antigua.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Antigua.....	August 27-30	<i>*Sutherland Park</i>	Canadian National
Antigua.....	September 9-13	<i>*Chomedy</i>	Canadian National
Barbados.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Barbados.....	August 27-30	<i>*Sutherland Park</i>	Canadian National
Barbados.....	September 9-13	<i>*Chomedy</i>	Canadian National
Bermuda.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Bermuda.....	August 27	<i>*Cavelier</i>	Canadian National
Bermuda.....	September 10	<i>*Canadian Observer</i>	Canadian National
Bermuda.....	September 26	<i>*Maisonneuve Park</i>	Canadian National
Br. Guiana.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Br. Guiana.....	August 27-30	<i>*Sutherland Park</i>	Canadian National
Br. Guiana.....	September 9-13	<i>*Chomedy</i>	Canadian National
Dominica.....	August 27-30	<i>*Sutherland Park</i>	Canadian National
Dominica.....	September 9-13	<i>*Chomedy</i>	Canadian National
Grenada.....	August 18-26	<i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	August 27-30	<i>*Sutherland Park</i>	Canadian National
Grenada.....	August 28-29	<i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	September 9-13	<i>*Chomedy</i>	Canadian National
Jamaica.....	August 27	<i>*Cavelier</i>	Canadian National
Jamaica.....	September 10	<i>*Canadian Observer</i>	Canadian National
Jamaica.....	September 26	<i>*Maisonneuve Park</i>	Canadian National
Montserrat.....	September 9-13	<i>*Chomedy</i>	Canadian National

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator
West Indies—Conc.			
Nassau.....	August 27	<i>*Cavelier</i>	Canadian National
Nassau.....	September 10	<i>*Canadian Observer</i>	Canadian National
Nassau.....	September 26	<i>Maisonneuve Park</i>	Canadian National
St. Kitts.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
St. Kitts.....	August 27-30	<i>*Sutherland Park</i>	Canadian National
St. Kitts.....	September 9-13	<i>*Chomedy</i>	Canadian National
St. Lucia.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
St. Lucia.....	August 27-30	<i>*Sutherland Park</i>	Canadian National
St. Lucia.....	September 9-13	<i>*Chomedy</i>	Canadian National
St. Vincent.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
St. Vincent.....	September 9-13	<i>*Chomedy</i>	Canadian National
Trinidad.....	August 18-26	<i>*Alcoa Partner</i>	Alcoa Steamships
Trinidad.....	August 20-30	<i>*Sutherland Park</i>	Canadian National
Trinidad.....	September 9-13	<i>*Chomedy</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the above table, the following departures are listed by operators:—

Destination	Loading Date	Vessel	Operator
Iceland—			
Reykjavik.....	September 1	<i>True Knot</i>	F. K. Warren Ltd.
Newfoundland—			
St. John's.....	August 13-17	<i>Savoy</i>	Newfoundland Canada
St. John's.....	August 24	<i>Fort Amherst</i>	Furness Red Cross
United Kingdom—			
Liverpool.....	August 27	<i>Mauretania</i>	Cunard White Star
Southampton.....	August 18	<i>Aquitania</i>	Cunard White Star
West Indies—			
Bermuda.....	August 13	<i>Fort Townshend</i>	Furness Red Cross
Jamaica.....	August 18-23	<i>Dufferin Park</i>	Pickford & Black

Departures from Vancouver

Destination	Loading Date	Vessel	Operator
Australia.....	August 25 Early September Mid-September Late September Late September Late September	<i>White Squall</i> <i>Barranduna</i> <i>Wairuna</i> <i>Boogabilla</i> <i>Rabaul</i> <i>Waihemo</i>	Dingwall Cotts Empire Shipping Can. Australasian Empire Shipping W. R. Carpenter Can. Australasian
Belgium—			
Antwerp.....	Late August	<i>Frans Hals</i>	Royal Mail Lines
Antwerp.....	August 28	<i>Bio Bio</i>	Gardner Johnson
Antwerp.....	Late September	<i>Argentina</i>	Gardner Johnson
China—			
Shanghai.....	August 26	<i>H. H. Raymond</i>	Canadian Blue Star
Shanghai.....	September 1	<i>Yoho Park</i>	Canada Shipping
Shanghai.....	Late September	<i>Winnipegosis Par</i>	Seaboard Shipping

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator
Hawaii— Honolulu.....	September 9	<i>Sea Skimmer</i>	Dingwall Cotts
Holland— Rotterdam.....	Late August	<i>Frans Hals</i>	Royal Mail Lines
Rotterdam.....	August 28	<i>Bio Bio</i>	Gardner Johnson
Rotterdam.....	Late September	<i>Argentina</i>	Gardner Johnson
Hong Kong.....	August 22	<i>Garden Park</i>	Anglo Canadian
	August 26	<i>H. H. Raymond</i>	Canadian Blue Star
India.....	Late August	A Ship	Dingwall Cotts
Mediterranean— Central Area.....	Early September	A Ship	Empire Shipping
Mexico.....	Late August	<i>Victoria Park</i>	Johnston Walton
New Zealand.....	Mid-September	<i>Wairuna</i>	Can. Australasian
	Late September	<i>Waihemo</i>	Can. Australasian
Orient.....	Early September	<i>Vito</i>	Empire Shipping
	Late September	<i>Vilja</i>	Empire Shipping
Philippines— Manila.....	August 26	<i>H. H. Raymond</i>	Canadian Blue Star
Manila.....	Late August	A Ship	Dingwall Cotts
South Africa.....	Late August	<i>J. A. Bulls</i>	Gardner Johnson
	August 31	<i>Junecrest</i>	Dingwall Cotts
	Early September	<i>Limburg</i>	Dingwall Cotts
	September 10	<i>Mission Park</i>	Canadian Transport
South America— East Coast.....	August 26	<i>Spitfire</i>	Gardner Johnson
East Coast.....	August 31	<i>Clearwater Victory</i>	Balfour Guthrie
Sweden.....	August 28	<i>Bio Bio</i>	Gardner Johnson
United Kingdom.....	August 22	<i>Industria</i>	Anglo Canadian
	August 27	<i>Samdauntless</i>	Furness (Pacific)
	Late August	<i>Samarkand</i>	Canadian Blue Star
	August 29	<i>Samflora</i>	Canadian Transport
	August 30	<i>Samskern</i>	Seaboard Shipping
	Late August	<i>Samthar</i>	Royal Mail Lines
	August 25	<i>Stanley Park</i>	Canadian Transport
	September	A Ship	Royal Mail Lines
West Indies— Jamaica.....	Late September	<i>Magister</i>	Canada Shipping

Canada Discussed in "Times" Supplement

The Trade and Engineering Supplement of the London *Times* for July selects as outstanding Canadian topics continuance of exchange control, plans of the Dominion for extension of National Research Council activities, long-view prospects for trade (domestic and foreign), labour shortages, "planned cropping" of forest resources and Canadian coal supply.

Feature articles deal with preferences and trade agreements, the economics of air travel, supplementing a five-page section on aircraft; town-planning and industry, raw material trends, disposal of wartime wool stocks, versatility of nylon, the training of marine engineers and the industrial applications of electronic devices. A review of the coal industry indicates that the employment of Irish, German and Polish labour is under consideration.

The *Times'* Empire comment reports that, in order to meet predicted world over-production of sugar in the near future, the feasibility of using sugar directly as a chemical material has been studied in Australia. The Calcutta correspondent says that, with an American trade balance of \$27,343,000, India appears to be recovering from the "dollar deficit" phase.

Crop Conditions in Palestine Good

General market conditions.—The recent downward trend in prices of imported goods, particularly textiles, was checked somewhat at the end of May by some activity in the retail trade. There is, however, no uniformity in this downward trend. Many articles, particularly finished goods and most edible goods, have remained at high prices, and in some instances, such as hides and leather, prices have increased owing to fears of a shortage.

A varied assortment of imported articles has been arriving at Haifa, such as washing soap, honey, vegetable preserves, sanitary installations and electrical appliances, cork plates, car bodies, newsprint from Norway, glass plates, chemicals, etc.

Cereals.—The market has been rather dull owing to the imminence of the new crop, prospects of which, both in Palestine and Transjordan, are considered good.

Vegetables and fruits.—Potatoes are in plentiful supply and prices have fallen. Vegetables and fruit are available in large quantities, but demand is also large and prices are somewhat high.

Building materials.—It is reported that a number of local housing companies have ordered prefabricated wooden houses from Sweden and Finland, consisting of two rooms and conveniences. Other firms have ordered complete iron skeletons from England which require only assembly and filling-in of walls. These houses are estimated to cost some 33 per cent less than similarly sized constructions of reinforced concrete built locally.

Imports of timber and other materials have continued to arrive in the country, and Nesher works have increased their output of cement. Cost of labour, however, is still high, and builders consider the cost of building to be too expensive to attract interest for investment purposes.

Citrus.—Citrus exporters showed a marked activity in the purchase of 1946-47 fruit. However, growers refuse to sell at 5s. per case on the tree, and are bargaining for a higher price, as they believe that the exportable yield of the coming season will be less than was thought and that sufficient packing materials will be available. (*Barclays Bank Review.*)

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in respect of shipments to countries in non-sterling areas, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations August 5	Nominal Quotations August 12
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2470	.2575
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0236	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0534	.0534
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2084
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3770	.3770
Netherlands East Indies.....	Florin	....	.3770	.3770
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2785	.2785
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0077	.0077
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in twenty-seven British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be submitted for specific information concerning their respective divisions, are as follows:—

Trade Commissioner Service—Director, G. R. Heasman; Assistant Director, H. W. Cheney; Assistant Director (area sections), G. A. Newman.

Export Division—Director, W. F. Bull; Assistant Director (Acting), G. A. Newman; Assistant to Director, A. E. Fortington.

Commodity Officers—Live Stock and Animal Products, Fish and Fish Products, H. A. Gilbert; Plant and Plant Products, C. F. Clingan; Iron and Steel Products, T. S. Walsh; Non-ferrous Metals and Products, A. M. Tedford; Non-metallic Minerals and Chemicals, S. G. Barkley; Machinery and Industrial Equipment, C. J. Gardner; Electrical Machinery and Equipment, A. S. MacRae; Automotive Equipment and Vehicles, B. R. Hayden; Wood and Wood Products, G. H. Rochester; Paper and Paper Products, E. Clarke; Textiles and Apparel, G. R. Poley; Leather and Leather Products, Miss M. A. Wood; General Products, W. H. Grant; Miscellaneous Products, P. G. Jones; Durable Consumer Goods, E. L. Smith.

Exporters' Directory—E. B. H. Wright.

Export Permit Branch—Chief, W. F. Bull; Assistant Chief, T. G. Hills.

Import Division—Director, Denis Harvey.

Wheat and Grain Division—Director, C. F. Wilson.

Commercial Relations Division—Director, H. R. Kemp; Foreign Tariffs Branch, G. C. Cowper; Economic Analysis, A. L. Neal.

Industrial Development Division—Director, G. D. Mallory.

Trade Publicity Division—Director, B. C. Butler; Assistant Director and Editor, *Commercial Intelligence Journal*, J. Fergus Grant.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA.

Export Credits Insurance Corporation, of which H. T. Aitkin is Chief Executive Officer. It provides exporters with protection against the principal risks of loss in their foreign trade transactions, such as the insolvency of a foreign buyer, protracted delay in payments by the purchaser or complete default, and transfer difficulties involving the delivery of funds to the exporter.

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries.

CANADIAN GOVERNMENT TRADE COMMISSIONERS—*Concluded*

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Territory includes Guatemala, Honduras, and Salvador.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 33, Auckland. Office—Yorkshire House, Shortland Street.

Territory includes Fiji and Western Samoa.

Norway

S. G. MacDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal. Orange Free State, the Rhodesias, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, *Cantracom*.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province and Southwest Africa, Natal, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, *Cantracom*.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, *Canadian Stockholm*.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, *Sleighing, London*.

London: H. L. E. PRIESTMAN, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England and East Anglia.

Cable address, *Sleighing, London*.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, *Canfrucum*.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, *Agrilson*.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, *Cantracom*.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy Annex, 1771 N Street N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, *Cantracom*.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—% Royal Bank of Canada, Caracas.

Territory includes Netherlands West Indies.

CANADIAN GOVERNMENT TRADE COMMISSIONERS

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—
Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).

Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.1.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrópole, 7th Floor, Av. Presidente Wilson 165.

British India

Acting Trade Commissioner. Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

British Malaya

ARTHUR WILDING, Canadian Commercial Agent. Address for letters: Room D-2, Union Building, Singapore.

Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India.

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers. Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building. Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523. Territory includes Republic of Panama, the Canal Zone, Nicaragua, and Costa Rica.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17. Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

RICHARD GREW. Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil. Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris. Territory includes Switzerland.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris. Territory includes Belgium, the Netherlands, and Denmark.

Hong Kong

Acting Trade Commissioner. Address for letters—% Passenger Department, Canadian Pacific Railway Company.

Ireland

E. L. MCCOLL, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, AUGUST 24, 1946

Purebred Canadian Cattle Valued At Half-a-Million Sold to U.K.

Average price of \$2,037 paid to breeders for 220 outstanding animals is record—Top figure is \$10,000 for a two-month-old heifer—British Friesian Society sent delegation to Canada on buying mission—First of three shipments made ten days ago.

Canadian purebred cattle have secured further recognition in world markets, a four-man delegation from the British Friesian Cattle Society having recently completed the purchase of 220 outstanding Canadian Holsteins for a sum in excess of half-a-million dollars. The average price paid to breeders was \$2,037, which is a record figure. With handling and transportation charges, the average cost will be raised to approximately \$2,300. The cattle were selected from farms in Quebec, Ontario, Manitoba and Alberta, and will be shipped to breeders in all parts of the United Kingdom.

This sum is the largest ever paid for any single shipment of Holstein-Friesian cattle made from Canada, and the live stock concerned met the highest specifications ever established for a large-scale importation. These included milk and total butterfat records of at least 25 per cent above Record of Performance requirements on the three nearest female ancestors of all the bulls selected and on the two nearest dams of heifers.

Top Price was \$10,000 for Heifer

"Gerben Again", two-month-old daughter of "Alcartra Gerben", headed the list, producing \$10,000 for her owners, Hays Limited, of Calgary, Alberta, and Brampton, Ontario. The latter is world champion yearly butterfat producer, with 1,409 pounds of fat. The top bull was "Glenafton Rag Apple Admiral", a three-year-old son of the famed three times all-Canadian aged bull, "Montvic Rag Apple Marksman", secured from T. O. Dolson, of Brampton, for \$7,500.

Eighty-six breeders contributed to the consignment, which consisted of 54 bulls, eight milking heifers, 59 bred heifers and 99 open heifers. The first shipment was made ten days ago aboard the SS. *Manchester Commerce*, being followed by a second in the autumn and a third in the spring. The departure of many young heifers is being delayed, in order that they may be bred to outstanding sires before leaving Canada.

Previous Shipments in May and June

As recorded in the *Commercial Intelligence Journal* on August 3, 1946, two shipments of 180 purebred heifers and twelve bulls were made from Montreal in May and June, the total consignment having an approximate

value of \$120,000. The Department of Trade and Commerce assigned one of its commodity officers to accompany the first shipment, which was also made aboard the *Manchester Commerce*. Every effort was made to furnish satisfactory transportation facilities, and to provide adequate accommodation for the animals on their arrival in England. It is recognized that the fullest measure of protection must be secured for this purebred live stock if the market in Great Britain is to be retained.

The buying delegation consisted of W. H. Bursby, newly appointed secretary of the British Friesian Society, Alistair Munro, G. B. Radcliffe and Frank Terry.



Holstein Bull Presented to Great Britain.

Presentation of Bulls Appreciated

This movement to the United Kingdom may be attributed, in part, to a generous gesture from Canadian breeders to their British colleagues in 1944, when three high-class Holstein bulls were shipped to Great Britain as a gift. "Lonelm Texal Melbourne", illustrated above, was donated by George C. Jackson, of Downsview, Ont., while the other two, "Raymond Ragapple Dutchland" and "Elmeroft Ormsby Echo Triune", were presented respectively by Senator Donat Raymond, of Vaudreuil, Que., and R. Ray McLaughlin, of Oshawa, Ont.

Herds of Canadian Holsteins were established in the United Kingdom before the war. With the source of further seed stock cut off with the commencement of hostilities, British breeders found difficulty in maintaining the high quality of their cattle without inbreeding. At their request, the Ministry of War Transport made shipping space available and granted permits for the entry of three bulls from Canada. Foreign exchange control regulations prevented the purchase of the bulls, but these representative Canadian breeders offered to donate them so that the purity of British herds might be maintained until further importations could be resumed.

Trade With Latin America During Past Seven Months Improved

Substantial increases in exports to all twenty republics, compared with pre-war figures—Canadian imports also higher—Total exports this year \$749·6 millions lower, principally to British India, United Kingdom and United States.

Canadian domestic exports, other than gold, had a value during the first seven months of 1946 of \$1,251·5 millions. This figure represents a decrease of \$749·6 millions from that for the corresponding period of 1945. While returns compiled by the External Trade Branch, Dominion Bureau of Statistics, reveal a number of changes in Canada's commercial relations with other lands, the aggregate of exports to three countries alone exceeds the total decline. Shipments to the United Kingdom were down \$356·2 millions, purchases by the United States were \$249·7 millions lower and exports to British India during the period under review were down \$166·6 millions.

Latin American Trade Improves

Exports to each of the twenty Latin American republics were higher than last year, and well in advance of figures for the twelve months of 1939, the aggregate total for the last seven months being \$48·6 millions. Shipments, in order of value, were:—

Country	7 Months 1946	7 Months 1945 (Millions of Dollars)	12 Months 1939
Brazil	\$10·6	\$ 8·1	\$ 4·4
Venezuela	7·4	2·2	1·7
Argentina	6·2	2·8	4·1
Mexico	5·7	4·6	3·0
Colombia	5·4	2·3	1·8
Cuba	3·2	2·7	1·5
Chile	2·1	1·2	·9
Peru	1·8	1·6	1·2
Uruguay	1·1	·9	·1
Panama	·8	·5	·3
San Domingo	·8	·3	·1
Haiti	·6	·3	·1
Guatemala	·6	·2	·2
Costa Rica	·6	·3	·1
Ecuador	·4	·2	·06
Honduras	·4	·1	·2
Bolivia	·3	·2	·1
Salvador	·3	·2	·08
Nicaragua	·2	·2	·09
Paraguay	·06	·02	·006
	<hr/> \$48·56	<hr/> \$28·92	<hr/> \$20·036

Total Approaching Target

If the volume of exports to Latin America continues at the present rate during the remainder of this year, the twelve-month total should be 83·25 per cent of the Canadian target of \$100,000,000. This was established last November, when Canadian trade commissioners from the Central and South American republics held a conference in Ottawa.

Buyers from nearly all parts of Latin America have visited the Department of Trade and Commerce and called on many Canadian industrialists since the commencement of this year. Many of their demands

have had to remain unsatisfied, due to the shortage of steel, textiles and foodstuffs. The high level of exports, as compared with pre-war figures, is attributed in part to the large surpluses of foreign exchange accumulated during the period of hostilities. A substantial backlog of unsatisfied demands for commodities has also been created during the war.

Exports from Canada to Latin America reflect a sellers' market, in which it is not difficult to find a sale for goods of almost any description. A continuation of shipments on a large scale will depend upon prices, which are closely competitive with those of Great Britain, the United States and other traditional sources of supply.

Brazil is Best Customer

At the present time, Brazil is Canada's best market in Latin America in dollar value, though Mexico accepts the widest range of products. Exports to Colombia and Venezuela reflect the increased emphasis that those countries place on their extractive industries, notably the production of oil. Nearly all the republics in Central and South America contemplate a period of increased industrialization, and should furnish a market for Canadian machinery of all types for many years to come. Imports from these countries are also higher, ten having contributed sixty million dollars to Canada's total during the first six months of this year.

Buying of Luxury Goods Discouraged

Most Latin American countries are highly selective in the use of their large balances of foreign exchange, accumulated during the war. Indiscriminate buying, particularly of luxury goods, is in most cases discouraged by various forms of import and exchange control. It is possible that, during the next few years, tariffs will be increased in an effort to protect infant industries. There is in Latin America a distinct trend towards greater self-sufficiency, which should be followed by all potential Canadian exporters.

Substantial Increases Noted

Apart from increases in exports to Latin American countries, as indicated above, there have been substantial increases in shipments from Canada to the following countries during the period under review:—

Country	7 Months 1946	7 Months 1945	12 Months 1939
	(Millions of Dollars)		
Belgium	\$43.2	\$11.1	\$ 7.2
Belgian Congo .....	.8	.5	.1
British South Africa	32.6	18.2	17.9
China	17.6	.4	2.6
Czechoslovakia	8.1	1.5	....
French West Indies .....	.7	.1	.07
Gambia .....	.05	.02	.02
Germany	4.9	.9	....
Gibraltar .....	.3	.09	.009
Hong Kong	2.9	Nil	1.5
Netherlands	20.9	6.3	7.4
Netherlands E. Indies	4.4	Nil	1.1
Netherlands W. Indies .....	.8	.4	.2
Norway	10.5	3.1	10.9
Philippines	3.6	.4	1.8
Poland and Danzig	12.6	2.9	....
Sweden	4.3	.09	4.3
Turkey	1.3	.5	.0002
Yugoslavia	9.4	3.0	.02

Substantial Decreases Noted

Apart from British India, the United Kingdom and the United States, there were relatively few substantial decreases in the value of exports to various countries during the first seven months of this year. They are as follows:—

Country	7 Months 1946	7 Months 1945 (Millions of Dollars)	12 Months 1939
British India	\$35.9	\$202.4	\$ 5.2
Ceylon	1.2	3.9	.4
Egypt	7.5	29.8	.4
French Africa	8.5	11.3	.1
Greece	6.9	12.9	.3
Ireland (Eire)	3.4	7.4	3.6
Italy	13.1	80.9	2.2
Newfoundland	19.4	23.2	8.5
Persia (Iran) .....	.3	1.3	.1
Russia (U.S.S.R.)	16.2	37.4	.3
Spain .....	.2	.7	.2
Switzerland	3.0	7.6	1.8
United Kingdom	306.5	662.7	328.1
United States	471.2	720.9	380.4

Total exports for the seven months of the current calendar year and during the month of July, compared with values for the corresponding periods last year, are as follows:—

Total Export Figures

	7 Months 1946	7 Months 1945 (Millions of Dollars)	July 1946	July 1945
British Empire	\$ 471.5	\$ 983.4	\$ 72.1	\$139.6
Foreign countries	780.0	1,017.7	116.6	143.1
Total	\$1,251.5	\$2,001.1	\$188.7	\$282.7

Timber From Germany Now Being Shipped Into Great Britain

*Total of 48 million feet board measure made available in British Occupation Zone in first half of 1946
—Exports from Canada to U.K. in same period 252.6 million feet.*

It is the aim of the United Kingdom Government to obtain the maximum quantity of timber for housing and other purposes from the British Occupation Zone of Germany, stated the President of the Board of Trade, in answer to a question in the House of Commons. The organization for felling this timber is now in operation, and up to the end of June, 1946, a total of 79,729 tons had been brought to ports for export. This would amount to approximately 48 million feet board measure. It is understood that the greatest part of this timber is imported in log form and is saw-milled in the United Kingdom.

During the first six months of 1946, Canada exported to the United Kingdom 252,587,000 f.b.m. of soft and hardwood planks and boards, while the total for the whole of 1938 stood at 951,418,000 f.b.m. Due to unsettled conditions on the west coast during the first half of this year, it is not believed that the 1946 export figures will equal those of 1938.

Pig Population of China Producing Bristles in Large Quantities

Pre-war production more than one hundred thousand piculs, or 13,333,000 pounds—Important item for manufacture of brushes—White bristles used for tooth brushes—Stocks accumulating in Shanghai.

By Asia Section, Foreign Trade Service

Bristles, which are used extensively in the fabrication of tooth brushes, are being produced in ever larger volume by China, and it is expected that the trade will soon return to normal. Despatches from Nanking and Shanghai indicate that the pig population has not suffered materially in the so-called bristle areas. Szechuan Province, of which the commercial capital and great emporium of Western China is Chungking, is the most important producer of bristles. Agriculture flourished during the war in the Red Basin, heart of Szechuan, and it is estimated that there has been a considerable increase in the number of pigs.

China's annual production of bristles before the war was a little more than one hundred thousand piculs, or 13,333,000 pounds. Less than ten per cent of these were for domestic consumption, the balance being exported. Figures issued by the Chinese Maritime Customs reveal that 16,000 piculs passed through Chungking, 11,000 through Hankow, 7,000 through Shanghai, 7,000 through Tsingtao and 3,000 through Yunnan. Production handled through Tientsin, in North China, totalled some 60,000 piculs, which figure included that of Manchuria.

Australia Sends Aircraft for Stocks

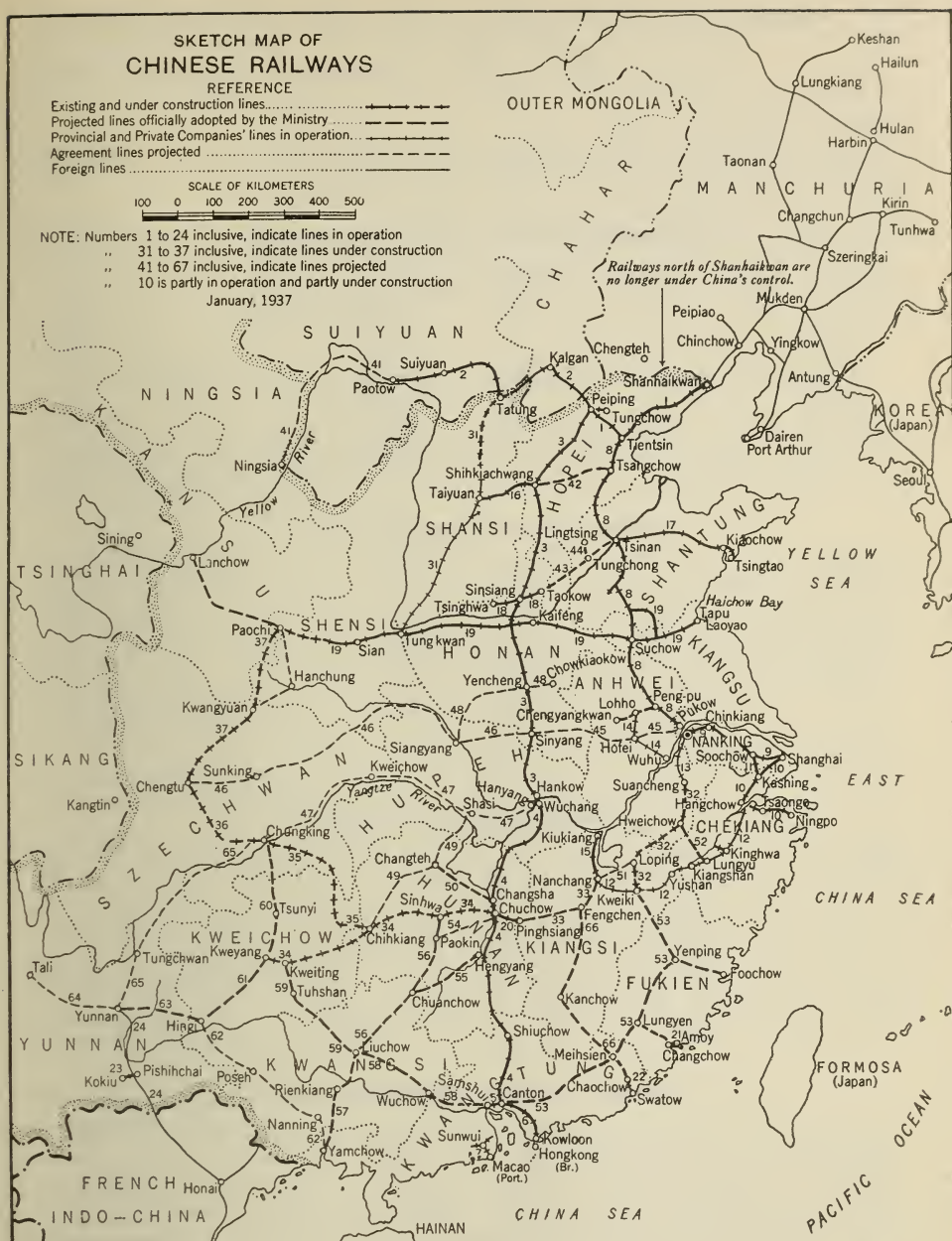
It is reported that Great Britain and Australia are making every effort to secure bristles from China. The latter has even despatched aircraft to carry consignments back to the Commonwealth. This experiment has not proved entirely successful, due principally to the relatively poor ground service and other facilities available for the efficient operation of aircraft. However, it does stress the importance being attached to this particular trade by Australians.

China provides seventy per cent of the world's bristle requirements, leading all producing countries in quality as well as quantity. This applies particularly to the white bristles, used for making tooth brushes. According to the Central Agricultural Experiment Institute, the pre-war production amounted to approximately 65,100 quintals per annum, of which about 45,000 quintals were exported. During the war years, the annual output declined to some 38,640 quintals, of which about 35,000 quintals were shipped abroad.

Szechuan Noted for White Bristles

Szechuan, which is the largest province of China, is noted for its white bristles, though it also exports silk and silk products, wax, tobacco, cotton goods and yarn, tea, wood-oil, salt, sugar, musk and medicinal plants. In order of importance are the provinces of Hunan, Kiangsu, Kiangsi, Kwangtung, Shantung and Hopei.

Tientsin and Shanghai are the most important ports from which bristles are shipped to foreign lands, though Chungking and Hankow are among the leading trading centres. During the period of hostilities, when



the coastal ports were blockaded by the Japanese, shipments were made in a westerly direction to Rangoon, Burma, and later to Calcutta, from which the bristles were forwarded to Allied countries.

Stocks Accumulate in Shanghai

Since the unconditional surrender of Japan, last August, large quantities of bristles have been accumulating in Shanghai, pending shipment. As a result of the lower prices prevailing abroad and the higher costs at home, Chinese bristle exporters are not prepared to dispose readily of

their holdings. However, shipments to the United States last February amounted to eight quintals, valued at CNC\$18,354. This total rose rapidly in March, when exports amounted to 297,345 quintals, valued at CNC\$984,-071,006. These figures were issued by the statistical department of the Chinese Maritime Customs.

The following are the various assortments for bristles, as exported from Chungking, Hankow, Tientsin and Shanghai:

Chungking Bristles, Assortment No. 27

Sizes	Cases	Sizes	Cases
Rif	25	4 -inch	3
2 $\frac{1}{2}$ -inch	15	4 $\frac{1}{2}$ -inch	2
2 $\frac{3}{4}$ -inch	12	4 $\frac{3}{4}$ -inch	1 $\frac{1}{2}$
2 $\frac{3}{4}$ -inch	11	4 $\frac{3}{4}$ -inch	1 $\frac{1}{2}$
3 -inch	10	5 -inch	1
3 $\frac{1}{2}$ -inch	8	5 $\frac{1}{2}$ -inch	1
3 $\frac{1}{2}$ -inch	6	5 $\frac{1}{2}$ -inch	1
3 $\frac{3}{4}$ -inch	4	5 $\frac{3}{4}$ -inch	1
		6-inch	1
		Total: 100 cases.	

Hankow Bristles, Assortment No. 17

Sizes	Cases	Sizes	Cases
2"	10	2 $\frac{1}{2}$ "	10
2 $\frac{1}{2}$ "	10	2 $\frac{3}{4}$ "	10
3"	10	3 $\frac{1}{4}$ "	10
3 $\frac{1}{2}$ "	9	3 $\frac{3}{4}$ "	8
4"	6	4 $\frac{1}{4}$ "	5
4 $\frac{1}{2}$ "	4	4 $\frac{3}{4}$ "	3
5"	2	5 $\frac{1}{4}$ "	1
5 $\frac{1}{2}$ "	1	5 $\frac{3}{4}$ "	1
6"	$\frac{1}{2}$		
		Total: 100 cases.	

Tientsin Bristles Assortments

Assort- ment No.	Total cases	2 $\frac{1}{2}$ "	2 $\frac{3}{4}$ "	3"	3 $\frac{1}{4}$ "	3 $\frac{1}{2}$ "	3 $\frac{3}{4}$ "	4"	4 $\frac{1}{4}$ "	4 $\frac{1}{2}$ "	4 $\frac{3}{4}$ "	5"	5 $\frac{1}{4}$ "	5 $\frac{1}{2}$ "	6"
1	55	2	3	5	5	5	5	5	5	5	5	4	3	3	0
2	66	23	7	8	7	5	4	3	2	2	1	1	1	1	1
3	55	12	7	8	7	5	4	3	2	2	1	1	1	1	1
4	55	0	0	8	12	12	10	8	5	0	0	0	0	0	0
5	50	10	10	10	10	10	0	0	0	0	0	0	0	0	0
6	260	50	40	50	40	50	20	10	0	0	0	0	0	0	0
7	21	0	0	0	0	5	4	3	3	2	1	1	1	1	1
8	43	0	7	8	7	5	4	3	2	2	1	1	1	1	1

Shanghai Bristles, Assortment No. 17

Sizes	Cases	Sizes	Cases
2"	25	2 $\frac{1}{2}$ "	15
2 $\frac{1}{2}$ "	12	2 $\frac{3}{4}$ "	11
3"	10	3 $\frac{1}{4}$ "	8
3 $\frac{1}{2}$ "	6	3 $\frac{3}{4}$ "	4
4"	3	4 $\frac{1}{4}$ "	2
4 $\frac{1}{2}$ "	1 $\frac{1}{2}$	4 $\frac{3}{4}$ "	1 $\frac{1}{2}$
5"	1	5 $\frac{1}{4}$ "	1
5 $\frac{1}{2}$ "	1	5 $\frac{3}{4}$ "	1
6"	$\frac{1}{2}$		
		Total: 100 cases.	

According to the Encyclopaedia Britannica, the strong, resilient hairs of the pig have become a very important article of commerce, and are largely produced or imported by the great industrial nations. They are a chief raw material of the brush manufacture. The United Kingdom imports from 2,000 to 3,000 tons a year from all countries, valued at from £1,100,000 to £2,000,000, and has a considerable re-export trade in them. Canada's imports in 1943 of hairs and bristles had a value of \$1,186,168.

Production in the United States Suffered Loss in Six Months

Automobile, steel, copper and coal industries seriously affected by work stoppage—Position materially improved in June, with civilian employment creating records—Exports valued at \$3.9 billions, but foreign demands for goods unsatisfied—Building bottlenecks being overcome, and construction awards show substantial increase—More electrical apparatus being produced.

By Harry A. Scott, Commercial Counsellor, Canadian Embassy

(Ed.—This is the first of three articles, presenting a review of business conditions in the United States during the past six months. Agriculture and the financial situation will be discussed in the August 31 issue of the *Commercial Intelligence Journal*.)

Washington, D.C., August 24, 1946.—Business conditions in the first six months of 1946 closely reflected results of the many strikes that have affected industry in this period. As a result of walkouts in the automobile, steel and copper industries, production losses in the six months' period have been very high. In the automobile industry, the loss was placed at 2,425,000 units; steel production at 14,597,219 tons; soft coal production at 62,885,000 tons, and refined copper at 196,210 tons.

On the other hand, industrial production in the United States attained a new post-war peak in the month of June, and the economy of the country is so close to full production that any significant increase in output will have to be achieved through increased manpower productivity. The Federal Reserve Board index of industrial production for June reached 170 per cent of the 1935-39 average, and was 11 points over the index for the month of May. The upsweep in production during June is attributed largely to an increased output of coal and steel, an all-time record of output for new consumer durable goods, and an up-trend in building materials. However, further gains in the production of many of these items may be prevented by a serious manpower shortage, which appears to be in the making.

Civilian Employment Creates Records

A recent report by the Census Bureau indicated that civilian employment in the United States increased to 56,740,000 in June, 1946, while the number of unemployed was only 2,560,000. This represents a condition of substantially full employment far exceeding the expectations of both government and business experts, and breaks all past records for civilian employment. However, a serious manpower shortage appears to be in the making, which may prevent further gains in the production of many items. It is estimated that 4,000,000 more workers will be needed by the end of the year.

There are looming needs for 2,000,000 additional workers in construction and manufacturing, and still unsatisfied requirements in the Services and distributive trades. If the shortage develops, business will have to recruit back into the labour force large numbers who have left it since V-J Day, and require that large amounts of overtime be worked if production schedules are to be met.

Foreign Demands Unsatisfied

Value of United States exports for the January-May period of 1946 was \$3,896,000,000. UNRRA exports accounted for \$541,000,000 of the total. Foreign markets have very large requirements, which they would like to satisfy from United States sources of supply. This unsatisfied demand is a factor of importance in domestic markets at the present time. Following the termination of Lend-Lease shipments, total exports declined. War material was no longer needed and other commodities were shifted into more normal channels. Exports are again rising and the volume for the remainder of the year will be determined by the goods that can be made available for export. Financing is available for a larger volume than can be secured.

Imports into the United States for the five-month period of 1946 had a value of \$1,898,000,000. Imports were reduced moderately during the last half of 1945, and while the decline was offset by a rise in the first five months of this year, imports are still low in relation to exports. Raw materials, as usual, accounted for a major portion of the imports. Although imports of many items compare favourably with their pre-war averages, they are short of what might have been expected on the basis of the level of domestic output, since in many cases supplies from abroad were not available for shipment to the United States.

Strikes Affect Steel Production

In the first six months of 1946, the steel industry was affected by two serious strikes, the first being in the industry itself and the second that of coal miners. As a result of these strikes, it is estimated there was a loss of 14,597,219 tons in the production of steel. Although the steel industry is rapidly returning to a high rate of production, it is now faced with a shortage of scrap steel and a shortage in the volume of pig iron for steelmaking. The lack of scrap has reached such serious proportions that it is similar to the scarcity that existed during the war. Receipts of scrap steel are barely 50 per cent of normal, and many mills are operating on a day-to-day basis.

According to the American Iron and Steel Institute, the production of steel for the first half of 1946 was 27,364,714 net tons, or about 16,000,000 tons less than in the same period last year. The decline reflected the steel and coal strikes which occurred in the period. Operations were at an average rate of 60 per cent of capacity, as compared with 91 per cent in the first six months of 1945, when output was 43,143,082 net tons. Annual productive capacity for 1946 is 91,890,540 net tons, about 4 per cent less than the capacity of 95,501,480 net tons for 1945, and reflects the retirement of obsolescent facilities when war demands for steel ceased.

Output of Automobiles Declines

The automobile industry was seriously throttled by a series of strikes and other hindrances during the first six months of 1946. These sharply reduced car and truck production, but also held factory payrolls to approximately one-half their anticipated volume. Instead of reaching a goal of 3,343,000 vehicles, manufacturers produced 918,000 cars and trucks, or 27 per cent of expectations. The wholesale value of these units was placed at \$964,000,000, as against a value of \$3,452,000,000 had the industry reached its goal. Strikes in plants producing parts and accessories caused the greatest proportion of damage to the production schedules, but the coal and steel strikes were also substantial hindrances.

Factory output of passenger cars during the first half of this year amounted to 669,122 units. Factory sales of passenger cars for the period totalled 640,624 units, as compared with 2,427,602 units in the corresponding period of 1941. Sales of motor trucks and commercial vehicles totalled 337,484, as against 568,299 units in the 1941 period.

Although there has been a steady decline in the number of strikes at suppliers' plants, automobile manufacturers are less optimistic concerning prospects of a short gain during the late summer and early fall months. While all material and parts shortages, such as steel bumpers, cushion springs, and other components are continuing to restrict production, new shortages are appearing as others absorb a large quantity of scarce materials. The latest shortages to make their appearance are of pig iron and nuts and bolts.

Postwar Peaks in Electric Apparatus

The Civilian Production Administration report for the month of July indicates that production trends in consumer hard goods were mixed. Gains over the previous month were registered by many commodities, while declines occurred in others. Increases were recorded for electric ranges, gas ranges, radios, vacuum cleaners, refrigerators and washing-machines, practically all of which established new post-war peaks. On the other hand, material shortages played an important part in bringing about declines in sewing-machines, shoes, automobiles and tires.

The following table shows the rate of production of certain consumer goods for the month of June, 1946, as compared with May, 1946, and the 1940-41 average monthly production rate.

Commodity	June 1946	May 1946	Average 1940-41	Inc. or Dec. from	Inc. or
				May Per Cent	Dec. from 1940-41 Per Cent
Washing machines	193,000	185,000	158,000	4	22
Refrigerators	210,000	196,000	309,000	7	-32
Vacuum cleaners	177,000	166,000	156,000	7	13
Sewing machines	27,000	31,000	67,000	-13	-40
Electric ranges	46,000	31,000	47,000	48	- 2
Gas ranges	141,000	139,000	125,000	- 1	11
Water heaters .....	....	225,000*	175,000	....	....
Electric irons .....	....	430,000†	380,000	....	....
Radios	1,378,000	1,185,000	1,100,000	16	25
Tires:					
Passenger cars	5,200,000	5,800,000	....	-10	....
Trucks and buses	1,200,000	1,400,000	....	-14	....

* The production of water heaters for May, 1946, amounted to 225,000 units, a gain of 12 per cent over the April level of 200,000 units, and 30 per cent over the 1940-41 production of 175,000 units.

† May shipments of electric irons, amounting to 430,000 units, were 9 per cent below April shipments of 473,000 units, but were 13 per cent above the 1940-41 monthly rate of 380,000 units.

Car Loadings Are Lower

There has been a marked decline in the amount of traffic handled by the railways in the United States during the January-June period of 1946 and this, coupled with rises in wages and in prices paid for materials and supplies, has resulted in a very sharp reduction of operating income from the corresponding period of a year ago.

According to the Association of American Railroads, it is estimated that for the January-June period of 1946, Class I railways had a deficit of \$27,000,000, as against a net income of \$326,800,000 for the corresponding period of 1945. During the six-month period, 68 railroads failed to

earn interest and rentals. Net operating income for this period totalled \$152,791,000, as compared with \$548,339,000 for the corresponding period of 1945. Operating revenue for the Class I railroads amounted to \$3,577,000,000, as against \$4,697,000,000 in the 1945 period, a decrease of 23·8 per cent. Operating expenses totalled \$3,085,000,000, as compared with \$3,194,000,000 in the first six months of 1945, a decline of 3·4 per cent.

The Association of American Railroads reports that for the first half of 1946 Class I railroads handled approximately 49 billion ton miles of revenue freight as compared with 62 billion ton-miles in the corresponding period of 1945, a decrease of 21·7 per cent. Total railway car loadings for the first six months of 1946 amounted to 19,016,089 cars, as compared with 21,278,546 cars in the like period of 1945, a decrease of 10·6 per cent.

The following table shows in detail the car loadings for the first half of 1946, as compared with the first half of 1945:

United States Car Loadings

Items	January-June 1946	January-June 1945	Percentage increase or decrease
	(Cars)		
Miscellaneous freight	8,843,716	10,145,144	-12.8
Merchandise l.c.l.	3,143,084	2,737,275	+14.8
Coal	3,602,803	4,229,229	-14.8
Forest products	1,051,721	1,082,534	- 2.8
Ore	551,750	1,080,878	-49.0
Coke	240,183	378,010	-36.5
Grains	1,168,624	1,243,477	- 6.0
Live stock	414,208	381,999	+ 8.4
Total	19,016,089	21,278,546	-10.6

Building Bottlenecks Overcome

The construction industry in the United States during the first six months of this year has continued to make rapid progress, and has overcome many bottlenecks. According to the F. W. Dodge Corporation, the value of total construction awards, in the 37 states east of the Rocky Mountains for the January-June period of 1946, totalled \$2,547,584,000, as compared with \$722,073,000 in the corresponding period of 1945. Non-residential construction was valued at \$971,832,000, as against \$548,438,000 for the like period of 1945. Residential construction was valued at \$1,575,752,000, as compared with \$173,635,000 in the 1945 period and accounted for 62 per cent of the total contracts awarded. The largest increase was accounted for by the contracts awarded for construction of one-family houses.

The production of building materials, with the exception of a few items fabricated from iron and steel, continued to rise during the month of June. The combined output of brick and structural tile increased as a new post-war peak of 391,000,000 bricks nearly doubled the V-J Day level. New post-war highs were established also for lumber, clay sewer pipe, structural insulation board, and red cedar shingles. On the other hand, the June production of softwood, plywood, structural clay tile, cast iron radiation, cast iron soil pipe, convactor radiation, sinks, lavatories, warm-air furnaces and nails recorded declines from the May rate of production.

Sea Trials for SS. *Beaverlake* Scheduled

Sea trials for the SS. *Beaverlake*, third 10,000-ton cargo liner to be built for the Canadian Pacific Steamships since the war, are scheduled for October 1 and 2. This vessel, which slid down the ways at Lithgow's yards, Port Glasgow, on May 20, should commence her service to Montreal towards the end of October.

France Fills Bulk of Pre-War Requirements of Tunisia

Imports in 1937 totalled 793,398,000 francs—Algeria, United States, U.K., Rumania and Italy next in order as sources of supply—Olive oil basis of economy, though phosphates are principal export item—Iron ore, wine, alfa, salt and wheat also important—Increased trade with Italy anticipated.

By J. P. Manion, Canadian Trade Commissioner

(Ed.—The author of this article recently completed a market survey of North Africa, during which he prepared a series of articles on economic conditions in Algeria, Morocco and Tunisia for the *Commercial Intelligence Journal*. These will be reprinted in booklet form. The concluding article, on Canadian commercial prospects in Tunisia, will be reproduced in next week's issue, being followed by other articles on Algeria and Morocco.)

Tunisian foreign trade is different in pattern from that of the remainder of North Africa, in that its geographical position makes it more consciously Mediterranean. This difference will continue to have a substantial influence on the volume of trade possible with Canada.

Tunisia's proximity to Italy, and its large number of Italian settlers, make her trading relations with Italy very intimate. Most of her industrial requirements are normally furnished by that country, when not available in France. This has not been so obvious in recent years, when much reconstruction material has come from the United States, either in the form of lend-lease or as part of the French program of dollar imports. However, once Italian industries have been reconstructed and industrial goods are available for export, it seems inescapable that a large share of Tunisian requirements will come from that country. This is all the more inevitable, when it is considered that Tunisia is one of Italy's chief sources of olive oil, and that it depends on this trade for a large part of its foreign currency revenue.

Olive Oil Basis of Economy

As in the case of Morocco, phosphates are the chief item of export. In the case of Algeria, wine takes first place. Tunisian economy is based on a somewhat more typical product, olive oil, which in some years accounts for one-quarter of the total value of exports. Despite the preponderance of this item, however, the exports of Tunisia are perhaps more varied than those of either of its neighbours. To some extent, this is due to the fact that Tunisia stretches from north to south along the sea, with the result that its desert and tropical production are more readily available for export than are those of Algeria and Morocco. Although wheat and wine are the second most important exports, dates and figs are beginning to show great promise as export commodities. A considerable amount of development work is taking place in an effort to condition and market these products under the most favourable circumstances. Similarly, alfa, which is common to all the desert areas, figures in a higher proportion as an export commodity than it does in either of its neighbouring territories.

Iron Ore Exports High During War

Phosphates and iron ore were exported in large quantities before the war. Although much equipment was damaged during the war, the iron mines were quickly reconstructed in order to serve British requirements.



Oranges, Apricots and Vegetables Grow in Shade of Palm Trees in Tunisia.

The phosphates mines, however, are making slower recovery, and it is doubtful if Tunisian phosphates will ever return to their pre-eminent position, because of the keen competition of the cheaper and higher quality Moroccan rock.

The following table gives the tonnage exports from Tunisia in 1937 and 1938, in the order of their value in 1938, together with the percentage of exports going to various markets:

Exports from Tunisia

Commodity	1937	1938	Distribution by Countries (Percentages)
	(Metric Tons)	(Metric Tons)	
Olive oil	16,536	35,193	France, 43; Italy, 37; United States, 13.
Wheat	68,361	82,200	France, 75; Algeria, 25.
Phosphates	1,927,792	1,591,276	France, 30; Italy, 30; United Kingdom, 15; Spain, 9.
Iron ore	974,458	802,542	United Kingdom, 55; Germany, 20.
Wheat flour, groats....	14,227	24,129	France, 90; Algeria, 3.
Lead	28,530	26,780	France, 90; Belgium, 10.
Alfa	137,035	129,409	United Kingdom, 99.
Hides and skins	3,025	2,709	France, 68; Denmark, 10; Italy, 10.
Fruits, fresh dried,			
canned	16,673	10,713	France, 83; Algeria, 8; Egypt, 6.
Wine residues	2,252	5,227	United States, 66; France, 17.
Vegetables	15,750	15,795	France, 66; Algeria, 22; Malta, 7.
Barley	34,037	12,942	Algeria, 50; France, 47.
Oats	11,761	7,937	France, 70; Algeria, 30.
Wool	3,642	904	France, 66; Libya, 30.
Fish	1,277	780	France, 40; Italy, 20; Malta, 10.
Cork	6,336	5,817	Algeria, 75; United States, 20.
Goat and camel hair...	564	490	United Kingdom, 50; United States, 27.
Salt	145,793	93,552	France, 25; Norway, 25; United States, 11.
Meat	853	80	France, 98.
Briar roots	192	186	France, 97.
Zinc ore	3,990	1,045	Belgium, 100.
	(Hectolitres)		
Wine	969,038	1,118,865	France, 99.
	(Number)		
Animals, live	174,000	101,000	Libya, 80; France, 15.

Free Trade With France

Although Tunisia is a protectorate, as is Morocco, it has not been subjected to international agreements involving freedom of trade, with the consequence that France has been able to benefit from preferential rates of duty. From 1928, in fact, there has been a virtual customs union, imports and exports between the two countries and Algeria being free of duty on a long list of commodities. There are, nevertheless, customs inspections, which affect even the goods coming from France, and the war has modified the previous system in many respects. Difference in living standards, cost of living, availability of products, etc., have resulted in price-fixing on various levels in the different territories. Therefore, although customs duties are suspended, various governments have been obliged to levy the difference between the import and the fixed selling price on many commodities. This is virtually the same as the application of sliding-scale duties, and it is quite probable that, from a revenue point of view, some of these levies may continue.

France and Italy Chief Markets

Because of the favourable treatment accorded French merchandise, most pre-war imports came from France. The rapid recovery of Italian industry, however, suggests that Tunisia will be obliged to import a good part of its industrial requirements from that country. This may lead to an insistence that the post-war tariff structure should be modified. One way or another, it appears that either France or Italy should be the main beneficiaries of trade with Tunisia, thereby reducing the importance of the territory from the point of view of Canada.

Cotton piece-goods were the largest single item of import trade in the pre-war years, nearly all requirements coming from France. Machinery was the second most important category, the United States having 20 per cent of the trade and the United Kingdom 5 per cent. In motor vehicles,



New Palm Trees Are Planted in Ten-Foot Pits so That Their Roots May Reach Water.

France had 90 per cent of the market. Other metal goods, sugar, rice, coal, petrol and tea were additional major imports into the area.

The following table gives tonnage imports in 1937 and 1938, listed in the order of their values in 1938:

Imports into Tunisia			
Commodity	1937	1938	Distribution by Countries (Percentages)
	(Metric Tons)	(Metric Tons)	
Cotton textiles	4,435	4,922	France, 93.
Machinery	7,334	7,969	France, 70; United States, 20; United Kingdom, 5.
Metal goods (other) ..	15,970	18,293	France, 88; Germany, 7.
Cars and chassis	2,597	3,521	France, 90; United States, 8.
Rice	31,989	53,435	Indo-China, 51; Netherlands East Indies, 20.
Sugar	36,595	35,259	France, 99.
Coal	213,402	238,033	United Kingdom, 90; Germany, 8; France, 6.
Iron and steel (other)	25,933	27,106	France, 90.
Tea	1,789	2,093	India, 60; China, 35.
Petroleum products (other)	40,433	42,970	Rumania, 60; United States, 28; Mexico, 10.
Timber	51,040	56,135	France, 60; Yugoslavia, 25.
Yarns	2,467	2,448	France, 93.
Perfumery and soap ..	4,315	4,714	France, 94.
Paper	8,476	5,166	France, 51; Norway, 20.
Clothing	747	660	France, 70; Algeria, 15.
Jute goods	4,747	3,282	France, 40; French Colonies, 15.
Rayon textiles	235	260	France, 90; Japan, 5.
Cheese	1,207	1,226	France, 40; Netherlands, 25; Argentina, 18.
Tobacco	1,119	1,720	United States, 35; Bulgaria, 10.
Corn	10,907	9,837	French Colonies, 52.
Butter	740	1,736	Netherlands, 40; Denmark, 20; Argentina, 20.
Fruit	9,015	6,156	France, 16; Algeria, 16; Egypt, 14; Italy, 13.
Meat	760	725	France, 60; Brazil, 25.
Pharmaceuticals	410	494	France, 98.
Coffee	1,448	1,553	Brazil, 96.
Barley	1,621	5,686	Algeria, 99.
Woollen textiles	115	112	France, 80; Algeria, 9.
Vegetable oils	2,469	1,832	France, 40; French Colonies, 35.
Cement	40,020	21,113	France, 90.
Fertilizers	6,132	6,774	France, 52; Algeria, 48.
Wheat	15,266	393	Algeria, 100.
(Number)			
Animals, live	11,600	83,309	Algeria, 60; France, 40.
(Hectolitres)			
Gasoline	886,077	925,419	Rumania, 92; Iran, 3.

Balance of Trade Unfavourable

The trade of Tunisia is generally unfavourable. The latest total trade figures available for pre-war years are for 1937, as follows:

Tunisian Trade by Countries, 1937

	Imports from (Thousands of francs)	Exports to (Thousands of francs)
France	793,398	653,323
United Kingdom	45,586	156,321
Italy	40,820	105,570
Algeria	66,286	55,809
United States	53,399	28,675
Rumania	46,208	8,000
British Empire	36,795	3,325
Belgium	17,407	12,207
Germany	21,688	7,793
Netherlands and colonies	2,870	25,408
Libya	1,735	24,112
Spain	3,814	9,050
French colonies	2,841	1,303
Other countries	191,456	40,980
Total	1,324,312	1,140,876

Disposal of Hundred Thousand German Patents Considered

Canada, Australia, Czechoslovakia and the Union of South Africa invited to sign agreement already approved by Great Britain, the United States and the Netherlands—International influence of Germany materially affected.

Canada was represented at an international conference, held in London from July 15 to 27, to consider the future treatment of German-owned patents in Allied countries. Following the suggestion of the Inter-Allied Reparation Agency at Brussels, the conference was called by the three inviting powers, the United Kingdom, the United States, and France. Other delegates attending represented Australia, Belgium, Czechoslovakia, Denmark, Luxembourg, the Netherlands, Norway and the Union of South Africa.

There was complete unanimity among the twelve nations represented at the conference on the point that, under no circumstances, should German-owned patents within their territories revert to their former owners. More than 100,000 of these patents exist among the various United Nations, of which France has 50,000; the United States, 30,000; Canada, 3,000; and Belgium, the Netherlands and various other countries, several thousands each.

Four Powers Have Signed

As a result of discussions at the conference, the United Kingdom, the United States, France and the Netherlands have signed an accord, making all former German-owned patents, controlled by their governments, available within their respective territories to all nationals of the countries party to the accord, provided there was no non-German ownership or interest existing on August 1, 1946. These patents will be available without payment of royalties or without any requirement to manufacture within the country where the patents exist.

Canadian Participation Recommended

Delegates of Canada, Australia, Czechoslovakia and the Union of South Africa have recommended to their respective governments that the accord be signed. The agreement will come into effect after approval has been given by seven of the countries represented at the conference. It will remain open for signature by other governments who may wish to participate until December 31, 1946. In the meantime, the Canadian Government has undertaken not to license, transfer or otherwise incumber or dispose of German patents under the Custodian's jurisdiction, during the period beginning August 1, 1946, and ending on the date when the Canadian Government decides whether it will sign the agreement.

Trade Barriers Would Be Removed

Representatives of Belgium, Denmark, Norway and Luxembourg reserved their final decision until their respective governments had studied the provisions of the accord in greater detail. They were of the opinion that, in view of the damage inflicted on their industry by the war, they would not be in a position to take immediate advantage of the German

patents. The inviting powers, however, held that, as victory had been achieved by a combined Allied effort, the German patents should be freely available to all the Allies, and not be monopolized by any one country. It was pointed out that if the various nations decided to hold German-owned patents exclusively for their own nationals, this would constitute a barrier to world trade. With such a policy, no country could permit imports of any products likely to infringe on German patents. As a result, the number of products barred from trade would be very large.

German Influence Minimized

This accord is expected to minimize any plans that Germany might have to recover her former influence in key industries throughout the world. After the first World War, many German patents were returned to their former owners, and became one of the principal channels for German penetration of the economic system of other countries. The accord will nullify any such future influence by removing the monopoly rights conveyed by Germany's many patents all over the world.

India Seeks Rice From Siam In Extending Long-Term Credit

War surpluses and other goods to be purchased with funds made available—Mission from Siam expected to procure locomotives, rolling stock, trucks, tires and gasoline.

By British Empire Section, Foreign Trade Service

New Delhi, India, August 14, 1946.—The Government of India has agreed to extend a long-term credit to Siam of Rs.50 million (roughly equivalent to \$15,000,000). The credit runs for 20 years and will bear interest at the rate of 3 per cent. It is expected that the agreement will be signed here in the near future.

The purpose of the credit is to enable Siam to purchase surplus war materials and other goods in India, to assist in restoring normal conditions in Siam; and so to accelerate the procurement of rice urgently needed in India. This should result in closer economic relations between India and Siam.

The Indian credit is in addition to loans to Siam from Britain and the United States. Siam is receiving millions of tons of cloth, her currency is being restored, and her communication system is being repaired. A Siamese mission is due to arrive in India to purchase locomotives, rolling stock, trucks, tires and even gasoline, notwithstanding that Siam is retaining locomotives and railway trucks brought there by the Japanese from Burma and Malaya. There is a report that United States authorities are also shipping trucks and locomotives from India and the Philippines to Siam.

Prospects of the 1,500,000 tons of rice being made available by Siam, provided for in the Anglo-Siamese peace treaty, are vague. This is attributed to the location of rice stocks in the far north of the country, awaiting transportation, and to their reported seizure and removal by the Chinese for distribution in China.

Simple Household Furniture Sought by Great Britain

Board of Trade prefers to obtain minimum offers of \$500,000 from group of manufacturers approved by Government of producing country—Furniture must conform in general to "utility" type provided in United Kingdom—Articles to be assembled and polished on arrival, allocated and distributed by the Furniture (Emergency) Import Association.

By James G. Dykes, Assistant Trade Commissioner

London, August 17, 1946.—Great Britain is anxious to secure household furniture, particularly that required for bedrooms, dining rooms and kitchens, as considerable damage was sustained during the period of hostilities. Normal wastage and the diversion of industry for the production of munitions have contributed to the present shortage in the United Kingdom. In an effort to meet the demand, the possibilities of importing furniture have been explored by the Government, and contracts have already been placed with producers in Canada and Finland for simple articles of the "utility" type.

Furniture in sections, or machined parts, suitable for assembly and polishing in Great Britain, is preferred. This should be of a standardized character, comparable in price, durability, dimensions and general style to the "utility" furniture being manufactured in this country. However, it is suggested that the design should conform with that which the exporting country is best equipped to produce. Under certain conditions, finished furniture might be accepted in place of "knock-down" furniture in the white.

Supply Should Supplement Other Timber

It is specified by the Board of Trade that the supply of this furniture should not interfere with that of timber and plywood now being shipped to this country. In other words, the Government is prepared to purchase furniture in addition to, but not in place of, whatever quantities of timber and plywood they have agreed or may in the future decide to accept from the selling country.

Minimum Offers of £120,000 Planned

This furniture has to be fitted into the "utility" range, with all its inevitable complications of rationing, pointing and price control. To be worth considering, therefore, any offers must be of standard goods in fairly large quantities, and at prices which are reasonable for the quality of furniture being provided. The Board of Trade, therefore, usually finds it convenient to transact business with a group of manufacturers approved by the Government of the country of production, and to secure minimum offers of £120,000.

Import Association Formed

If the price is satisfactory, and it is decided to purchase the furniture being offered for sale, the Board of Trade gives an undertaking that orders will be placed for the agreed quantity on the agreed terms, thereby enabling production to commence. On arrival in the United Kingdom,

the furniture is handled through the Furniture (Emergency) Import Association, Limited. This organization has been established under the aegis of the British Furniture Trade Confederation, and has been registered as a non-profit making association to handle imported "utility" type furniture. It is, however, in no sense a government body. It purchases from overseas suppliers on behalf of some or all of the members of the association such furniture as the Board of Trade, or other department, indicates should be imported. Then, under direction of the Board of Trade, it assumes responsibility for assembling, allocating and distributing the furniture, fitting this into the general utility scheme. The contract for the purchase of furniture is made in London between this association and the export group of the selling country.

Provisions, which must be contained in the contract, are indicated at the time the Board of Trade gives the above undertaking. This is based on the acceptance by sellers of a contract containing the specified provisions. As the Board of Trade desires to secure the designs of prospective exporting countries, no photographs are circulated to those wishing to submit offers. They are required to govern themselves by the list of dimensions and general specifications indicated below.

Trade Commissioner Will Assist

The lines on which an offer should be made and the method by which it is dealt with on receipt are described below. The Canadian Trade Commissioner in London is prepared to act as an intermediary with the Board of Trade if so desired.

In the first place, the sellers should send drawings and specifications of the articles of furniture which they offer, stating at the same time the quantity which they can make in a period of (a) three and (b) six months, giving approximate quantities which can be shipped each month. The offer should also include c.i.f. prices for each article, the proposed ports of arrival in the United Kingdom and the proposed method of shipment to the United Kingdom.

On receipt of the offer; after a preliminary study by the Board of Trade and necessary clarification, it is discussed with the Furniture (Emergency) Import Association. If the prices offered appear to form a reasonable basis for negotiation, and enable the furniture to be fitted into the framework of the utility scheme in the United Kingdom, the sellers are so informed.

The sellers are then, as a general rule, asked to make three sets of samples of each article, one of which is kept in the seller's country and two despatched by the quickest route to the United Kingdom.

When the samples are ready, and usually after the two sets have reached the United Kingdom, a Board of Trade Mission, including a technical officer and two members or more of the council of management of the Furniture (Emergency) Import Association, visit the seller's country with the following objects; to negotiate prices; to negotiate any modifications considered necessary in the samples; to satisfy themselves that the factories have the timber and plywood necessary to provide the furniture, and are able to produce the furniture in conformity with the specification and in accordance with the delivery dates; and to satisfy themselves that the proposed transport arrangements are suitable and are unlikely to lead to unreasonable delays in delivery.

If the mission is satisfied on the above points and reach agreement on price, an agreement is signed as outlined above, which enables production to commence, pending the signature of a contract with the Furniture Import Association, in London.

Dimensions for Furniture

While preferring to import furniture of original design for inclusion in the utility range, the Board of Trade suggests the following dimensions and general provisions regarding raw materials and construction should be followed:—

Wardrobes—Width, 4 feet; depth, 1 foot 8 inches (inside measurement); height, 6 feet. These should be supplied with two doors. It is suggested that they be so constructed as to be readily dismantled, in order that they may be carried up narrow stairways in the United Kingdom.

Dressing tables—Width, 3 feet 3 inches to 3 feet 6 inches; depth, 1 foot 6 inches; height, 2 feet 6 inches to top of table, or from 4 feet 9 inches to 5 feet to top of mirror. Provision should be made for fitting a mirror of ample dimensions.

Chest of drawers—Width, 3 feet 3 inches. These should be supplied with three long drawers.

Tallboys—Width, 2 feet 9 inches; depth, 1 foot 6 inches; height, 3 feet 9 inches to 4 feet. These should be supplied with two drawers and a cupboard.

Sideboards—Width, from 4 feet to 4 feet 6 inches; depth, from 1 foot 6 inches to 1 foot 8 inches; height, 2 feet 9 inches. These should be supplied with exterior drawers and cupboards below.

Dining tables—Top, 3 feet by 3 feet, extending to 5 feet by 5 feet 3 inches; height, 2 feet 6 inches. These should be supplied with four chairs to match, each having an upholstered seat.

Kitchen cabinets—Width, 2 feet 9 inches; depth, 1 foot 8 inches; height, 5 feet 9 inches overall or 2 feet 10 inches to top of table.

Hardwood for Exterior Specified

All exterior timbers should be of hardwood. Dining tables and sideboards are to be of hardwood. All interior timber should be of light hardwood. All constructional plywood must be at least 9 m/m thickness. Blockwood may be used to a minimum of 12 m/m thickness.

Dining room chairs should be of the same species of timber as the sideboards and tables, and be of rigid construction. All joints are to be mortised and tenoned, with the exception of the side seat rails, which should be dowelled. Loose seat frame joints are to be dowelled. Loose seats are to be upholstered on top of a ply covered seat, or to be upholstered on a webbed seat, with 3 webs back to front and two from side to side, interlaced, each end to be turned down at least half and secured by not less than five tacks. The webbing is to be covered with new ten-ounce hessian, tacked all round to the frame. Covers and stuffings available must be approved by the Board of Trade.

For kitchen chairs, the timber may be of beech, birch or oak, with shaped plywood seat or shaped solid seat. These must be of rigid construction.

Trade Fair at Utrecht in September

The Royal International Industries Fair will open its gates at Utrecht, Holland, from September 10 to 19, 1946. The export possibilities for products of industry in the Netherlands will be stressed during the first two days. It is maintained in Holland that this fair has been designed to fill some of the commercial needs for which that at Leipzig, in Germany, was organized before the war.

Export Permit Controls Lowered for Fresh Fruit and Vegetables

Shipments may be made for specified list without permit to any part of British Commonwealth, Iceland and St. Pierre-Miquelon, effective August 16, 1946—Special permits provided to assist in exportation of apples to other countries.

Export permits will no longer be required for fresh fruit and vegetables, as listed below, consigned to any part of the British Commonwealth of Nations, Iceland and the islands of St. Pierre-Miquelon, effective August 16, 1946. Fresh parsnips and tomatoes may be shipped to any destination without an export permit.

Fresh fruits involved are: Apples, peaches, pears and plums, berries, cherries, grapes and other fresh tree fruits.

Fresh vegetables involved are: Beets, cabbages, carrots in their natural state, onions in their natural state, and table potatoes in their natural state.

In order that controls may be reduced to the minimum on apple exports to markets other than those in the British Commonwealth of Nations, Iceland and St. Pierre-Miquelon, Special Permits (SPL's) will be issued to the following organizations:—

Nova Scotia Apple Marketing Board, Kentville, N.S.

Quebec Pomological Society, 152 Notre Dame Street, Montreal.

Ontario Fruit Growers' Association, Queen's Park, Toronto.

British Columbia Fruits Board, Kelowna, B.C.

Any exporter may arrange through these permit holders to ship his produce under the special permit provisions.

External Trade of Great Britain Suffers Decline During June

Coal shipments lower than for any month since last August—Average of 240 automobiles exported per day during month.

External trade of the United Kingdom suffered a decline in June, halting the continuous and rapid rise since the beginning of this year. According to the July 20 issue of the Board of Trade Journal, combined exports for UNRRA and the Navy-Army-Air Force Institute (NAAFI) are for the first time recorded separately, and represent 6 per cent of the total for domestic exports.

External Trade of U.K. in June

Month	Imports for consumption (Millions of Pounds)	Domestic exports
April	94,099	69,363
May	112,260	85,198
June	98,727	64,984
Average (first quarter)	88,663	61,390

Re-exports for June were £3.7 million, of which the principal items were rubber, £602,000; cotton, £407,000; undressed fur skins, £357,000; tea, £342,000; and refined petroleum, £304,000.

Detailed comparisons are made for various classifications. Exports of tobacco in June were the lowest since last November, and those of miscellaneous foodstuffs the lowest since last March. The quantity of coal exported was smaller than for any month since last August, though somewhat higher than for May on a daily basis.

Machinery Leads Export Group

In metal goods, iron and steel and electrical appliances were the only groups to show increases over the April figures. Machinery resumed its position as the largest group of exports, with vehicles a close second. The number of new motor cars exported in June (5,537) meant a daily rate of 240, compared with 180 in April and 210 in May.

Exports of textiles in June (£13.7 million) were 4 per cent lower than in April, but about the same on a daily average basis. Exports of apparel increased by one-quarter to the highest point in over 20 years. This rise, however, was more than offset by a fall of more than one-fifth for cotton goods.

The value of retained imports of food in June (£52.0 million) was 36 per cent higher than last year's average and, on a daily basis, 10 per cent above the high May level.

Apple Allocations Established for Exports to United States

One million bushels of packaged and two million bushels of apples for processing may be shipped across border—Blanket permits to meet present requirements—Shortage of containers and nails may affect movement to United Kingdom.

By G. F. Clingan, Export Division, Foreign Trade Service

Exports to the United States of packaged apples from the 1946 crop may total one million bushels, an agreement to this effect having been reached last week at a joint session in Toronto of the Apple Committee of the Canadian Horticultural Council and the United States Industry Council. Arrangements have also been made for shipment across the border of two million bushels of apples for processing. An additional 250,000 bushels of apples may be exported.

It was explained during the conference that this volume might not be reached, but it was considered desirable to set the figure fairly high in the probable event of exports to the United Kingdom and other overseas countries being limited by a shortage of containers and nails. There was also a possibility that Canada might not be in a position to fill the special requirements of Great Britain for certain sizes and varieties of apples.

Blanket Permits To Meet Situation

Removal of restrictions on the exportation of apples was considered, but it was agreed that blanket permits would meet the present situation, thereby controlling shipments to the United States with respect to volume and areas of production. It was tentatively agreed that, when destination allocations are established, control could be maintained through the export certificate of the Department of Agriculture and export permits thus eliminated.

The United States chairman expressed the opinion that a Horticultural Council would shortly be created in the United States to replace the Industry Council, which has functioned for several years. A suggestion was made that an international organization should be formed. This would extend to other interested countries the present operations of the Empire Fruit Council, which the United States had been invited to join before the war.

Tankers, Tugs and Harbour Craft Feature War Assets for Sale

*Diesel-Electric locomotive and wide variety of other
surplus material being made available for export.*

Tankers, tugs, a motor vessel, harbour patrol craft and a diesel-electric locomotive feature surplus equipment offered for sale by the Export Sales Division of the War Assets Corporation. The tugs, which are new and available for \$130,000 each, were built on the Great Lakes in 1945. They are of the "Warrior" class and presently located at Midland, Ont. These vessels, having an overall length of 116 feet, beam of 30 feet and draught of 12 feet 5 inches, are equipped with single triple-expansion steam turbines, with Scotch marine boilers, furnishing 1,000 b.h.p. and giving them a speed of 11.2 knots. Their displacement is 550 tons.

Tanker *Mastadon* Formerly Dredge

The tanker *Mastadon*, located at Esquimalt, B.C., has been independently appraised at \$90,000. Built in Scotland as a dredge and converted in 1942 to a tanker, with a capacity for 1,000 tons of petroleum, this vessel has an overall length of 213 feet 5 inches, beam of 36 feet 6 inches and draught of 13 feet 9 inches. She has a rivetted steel hull and is equipped with twin-screw compound reciprocating steam engines of 554.8 total i.h.p., and two Scotch marine boilers. Bids for this tanker are sought.

Motor Vessel *Scatarie* for Sale

The motor vessel *Scatarie*, presently berthed at Shelburne, N.S., is being offered for sale at \$9,000. Of wooden construction, carvel built, she has a length of 71 feet, beam of 13 feet 6 inches and draught of 6 feet. She has one deck and two masts. Her gross tonnage is 41; net, 14; and displacement 85.5 tons. This vessel is equipped with twin Glennifer, six-cylinder diesel engines, each of 240 h.p., which provide a speed of 12 knots at 90 r.p.m. Her fuel capacity is 600 gallons, and she has accommodation aboard for ten of a crew.

Diesel-electric Locomotive Surplus

One diesel-electric locomotive, located at Montreal and in good condition, is being offered for sale at \$29,000. Sixteen cylinders provide 1,350 i.h.p. It is equipped with a "Vapor-Clarkson" recirculating type steam boiler, with an output of 1,000 pounds per hour, and an overhead cooling tank.

Thirty-five Harbour Craft Available

Ten harbour patrol craft, located at Dartmouth, are being made available for \$2,500 each, one at Sydney, N.S., for \$2,750; seven at Digby, N.S., for \$2,000; five at Sydney, N.S., for \$1,500; and twelve, also at Sydney, for \$900 each. These craft are of wooden construction, carvel built, with one-inch pine planking on two-inch by 1½-inch steamed oak timbers. They are powered by twin Kermath Sea Wolf gasoline engines, or the equivalent in other makes, which provide them with a maximum speed of 16 knots and a cruising speed of 10 knots. Fuel consumption is 30 gallons at maximum speed and 10 gallons per hour at cruising speed.

They have a length of from 45 feet to 48 feet 8 inches, beam of from 13 feet to 15 feet, moulded depth of 5 feet 9 inches, draught aft of 4 feet 4 inches, draught forward of 3 feet, draught with full load of 5 feet and displacement of from 29.4 to 39.9 tons. These craft are suitable for pleasure or for fishing, being readily convertible into cabin cruisers.

Additional Surplus Material

Additional surplus material, described in previous issues of the *Commercial Intelligence Journal*, is still available for export sale.

Minca barges, \$500.

Steel billets and bars, located at Vancouver.

Refrigeration units, shipboard, \$1,250.

Hexagonal nuts, British standards.

Minesweepers—Steel, 180 feet, \$20,000.

Magnesium powder—224,000 pounds at 40 cents per pound.

Taps, dies and chasers, British standard.

Machine screws, British standard.

Winches, trawler, \$2,500.

Marine engines, \$25,000.

Marine boilers, \$12,000.

Coastal cargo vessels, 300 tons, now \$125,000 for export sale.

Tanac tugs, 64 feet, \$30,000.

Ramp cargo lighters, \$2,800.

Winches, minesweeping, \$2,500.

Mobile milk reconstruction units, \$7,250 and \$7,750.

Water distillery plants, capacity 100 tons a day.

Bedsteads, double tier, ends only, at \$1.75.

Prophylactic tubes.

Applications should be submitted to the Export Sales Division, War Assets Corporation, No. 4 Temporary Building, Ottawa. All prices quoted are on an "as is, where is" basis, while offerings are subject to prior sale or withdrawal.

Wide Variety of Items in Cargo

Bales of bristles, pigs of lead, radar equipment and thirty other items were included in the 10,747-ton cargo of the Canadian Pacific freighter *Beaverford*, which cleared Montreal recently for Liverpool. The manifest listed 1,477 tons of lead, 1,876 tons (43,564 boxes) of cheese, 1,000 tons of aluminum ingots, 712 tons of flour, 1,132 tons of birch lumber, 1,057 tons of copper-wire bars, 751 tons of baled woodpulp, 469 tons of woodpulp board, 198 tons of egg powder and 196 tons of mail. Other items included: Wallboard, Kraft wrapping paper, birch veneer, box shooks, silicon, cadmium, drums of resin, nickel blanks, bagged feldspar, flax and asbestos fibre, wirebound boxes, rubber boots, plywood, magazines, agricultural implements, pine lumber, bobbin wood, elm logs and Red Cross supplies.

Sweden Increases Trade Balance

According to preliminary estimates of the Bank of Sweden, Sweden's balance of payments in 1945 resulted in a surplus of 860,000,000 kronor, or about \$238,888,800, as compared with a deficit of 20,000,000 kronor for 1944 and a surplus of 200,000,000 kronor in 1943. The foreign trade has contributed to the active balance through a surplus of exports of 669,000,000 kronor, as against a considerable import surplus in recent years. The next biggest item in the balance was the income from shipping, which is estimated as unchanged at about 300,000,000 kronor, or about \$83,333,300.

Trade and Tariff Regulations

Brazilian Exchange Regulations

Rio de Janeiro, August 16, 1946 (FTS).—The liquidation of exchange transactions covering payment for imports into Brazil must, under a decree-law of July 26, 1946, be made within a period of 30 days from the date of the clearance of the merchandise from the Customs House. Exceptions are made where payment has been contracted for a longer period, in which case the Exchange Fiscalization Bureau may authorize the liquidation on the contracted date.

Another decree-law of the same date requires Brazilian exporters to invest 20 per cent of the cruzeiro value of their exchange sales in Treasury bills, the purpose being a further attempt to reduce inflation and the resulting high cost of living.

Ecuador Amends Consular Fees

Consular fees for legalizing shipping documents have been amended by the Government of Ecuador. The text of a decree-law, dated February 8, 1946, has been received from the Consul General of that country in Montreal, in which it is indicated that the fee for a visa of the consular invoice is 7 per cent ad valorem, when the goods are despatched by foreign vessels, and $3\frac{1}{2}$ per cent when forwarded in Ecuadorian vessels.

The price of a set of six consular invoice forms varies from \$1.00 to \$5.00, depending on the f.o.b. value of the goods. The fee for legalization of the certificate of origin varies from \$1.00 to \$5.00, according to value.

For legalization of sanitary certificates for plants or animals, the fee is \$2.00, for a certificate of analysis of beverages it is \$5.00, and for a certificate of purity for flour, lard and preserved foods the fee is \$5.00. No fee is charged for legalization of certificates of purity for seeds or of food products in their natural state.

Iran Requires Certificates of Origin

Cairo, August 16, 1946 (FTS).—The Director General of Customs in Teheran advises that, under existing regulations, importers of automobile products in Iran must produce to the customs commercial invoices certified by a Chamber of Commerce (or Board of Trade) in the country of origin. In order to benefit from tariff reductions specified in the United States—Iranian Trade Agreement, of 1943, which are accorded to imports from Canada, importers must present certificates of origin from the Chamber of Commerce and the shipping documents. The goods affected by this provision are canned asparagus, canned fruits, household refrigerating and air conditioning units, radio receiving sets, including radio phonographs, and radio tubes. In all other cases the presentation of certificates of origin is not necessary, and for clearing goods from the customs the commercial invoice and bill of lading are sufficient.

Marking of Goods for South Africa

Reference the notice, reproduced in the March 30, 1946, issue of the *Commercial Intelligence Journal*, concerning the enforcement, as from September 1, of Sections 8 and 9, of the Merchandise Marks Act, 1941, J. H. English, Commercial Counsellor for Canada at Johannesburg, cables that the operation of these two sections has been deferred indefinitely.

Export Permits for Newfoundland

Effective August 13, 1946, the exemption previously established for casual shipments to Newfoundland has been cancelled. All such shipments to Newfoundland will require export permits.

South Africa Removes Steel Duties

Special duties, applicable to the following iron and steel products imported into the Union of South Africa and listed in a notice of February 22, 1937, have been withdrawn, effective June 14, 1946.

The items are:

Joists or beams, angles, channels and tees

Flats and special shapes (that is, tapered bars, ovals and half rounds, rounds and squares, hexagonal and triangular bars), and reinforcing rods (also known as ferro-concrete bars)

Rails and fishplates

Plates

Galvanized corrugated sheets

Galvanized flat sheets

Black sheets (also known as plain sheets).

Import Procedure in Singapore

The present import procedure in Singapore calls for an importer, before placing an order, to apply to the Registrar General of the Import and Export Branch, Department of Trade and Commerce, Singapore, for an A.P. licence, stating the quantity of the merchandise which it is proposed to import and the approximate value in Straits dollars. Should an A.P. licence be granted, this is valid for three months only. The importer then takes the A.P. licence to the Foreign Exchange Control, and foreign exchange is allocated automatically. The importer then makes application to his bank to open the required credits; these credits are not permitted to be opened without the A.P. licence and foreign exchange allotment being presented.

The fact that an A.P. licence is only valid for three months has been protested by some of the importers, as it is considered that the period is too short in which to place an order and obtain delivery at Singapore. To date there has been no indication that the period for the A.P. licence will be extended, though importers are hopeful that favourable adjustment will be forthcoming.

New Revenue Act in Newfoundland

The Newfoundland Revenue Act of June 20, 1946, consolidating all amendments made to the Revenue Act of 1939, has recently been issued by the Government, according to a despatch from J. C. Britton, Canadian Trade Commissioner at St. John's. Copies of the revised Customs Tariff may be obtained from the Supplies Officer of the Newfoundland Government, St. John's, the cost being 40 cents per copy.

The revised tariff contains minor changes in the wording of a few items and adds a new item, reading: "Plastic in blocks, sheets, slabs to be further manufactured", on which a duty of 20 per cent ad valorem to all countries is imposed.

Export Permit Regulations

A new edition of the Export Permit Regulations, 1946, has been prepared and will be available for distribution in the near future.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.
Charlottetown—Board of Trade.
Edmonton—Can. Manufacturers' Association.

Fredericton—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kentville—Board of Trade.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.

Montreal—Montreal Board of Trade.
Quebec City—Board of Trade.
Saint John—Board of Trade.
Sarnia—Chamber of Commerce.
Toronto—Can. Manufacturers' Association.
Vancouver—Can. Manufacturers' Association.
Victoria—Dept. of Trade and Industry.
Windsor—Chamber of Commerce.

H. L. Brown, recently returned from Johannesburg, South Africa, where he was trade commissioner, began his Canadian tour in Toronto on July 15. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo.

Paul Sykes, who has recently returned from Bombay, India, commenced his tour at Kingston, Ont., on July 15. His territory included Burma and Ceylon.



M. J. Vechsler, formerly trade commissioner in Chile, will continue his Canadian tour in Edmonton on September 5. He has been appointed trade commissioner at Liverpool, where his territory will include the Midlands, the North of England and Wales. Mr. Vechsler will take up this post on the conclusion of his tour.

C. Blair Birkett, of Ottawa, who has spent the last six years in New Zealand as trade commissioner, recently returned and commenced his tour in Ottawa on July 8. He has been appointed trade commissioner at Guatemala City, where he will open a new office on concluding his tour of Canada.

Their itineraries are as follows—

C. Blair Birkett

(Appointed Trade Commissioner at Guatemala City)

Hamilton—August 22-26.
Kitchener—August 27.
London—August 28-29.

Sarnia—August 30-31.
Windsor—September 3.
Brantford—September 6.

H. L. Brown

(Recently Trade Commissioner at Johannesburg)

Quebec City—August 24.
Charlottetown—August 27.
Halifax—August 29-30.
Saint John—September 2-3.

Fredericton—September 4.
Montreal—September 5-19.
Ottawa—September 19-21.

Paul Sykes

(Recently Trade Commissioner at Bombay)

Saint John—September 10.
Black's Harbour—September 11.

Halifax—September 13.
Kentville—September 14.

M. J. Vechsler

(Appointed Trade Commissioner at Liverpool)

Edmonton—September 5.
Vancouver—September 7-17.

Victoria—September 18-19.
Ottawa—September 23.

Postal Information

New Customs Forms for Parcels

Commencing on September 1, 1946, the senders of parcels to certain countries will be required to fill out "Non-Adhesive Customs Declaration" forms, on which should be given the following particulars: Address on parcel, description of parcel, contents, value and weight, name and address of sender. A full and accurate description of the nature and value of the contents must be given, such description as "fancy goods", "sundries", "box" and "present", being insufficient.

These forms must be made out in duplicate for parcels other than those addressed to places in the British Commonwealth, the United States, Mexico, Puerto Rico, Hawaii and Iceland. For these countries, "Adhesive Customs Declarations" forms are required. Parcels despatched to British India and Persian Gulf ports will need the non-adhesive form. Forms should be filled out in triplicate for parcels being sent to the Netherlands and Cuba, whereas those being forwarded to Venezuela will require forms in quadruplicate.

In addition, a "Despatch Note", on which shall be entered the name and full address of the sender, name and address of the addressee, and an impression of the seal used to close an insured parcel, is required for parcels, under conditions applicable to the non-adhesive customs declaration forms.

When completed, the non-adhesive customs declaration forms and despatch notes are to be securely fastened with twine to the parcel by the sender.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

92. **Trinidad**—Esso Standard Oil, P.O. Box 233, Port of Spain, contemplate packing gas in cylinders for household use, and wish to make contact with a manufacturer in a position to produce refrigerators that may be operated by this gas.
93. **Sweden**—Hans Brummer, Polhemsgatan 6, Stockholm, is interested in obtaining the sole agencies in Sweden for the following—textiles, leather goods, thermometers, pharmaceutical products, toilet articles and toys. File: C.E. 247.
94. **French Morocco**—Henri Raveau, 15, Avenue de la Victoire, Rabat, French Morocco, wishes to purchase in Canada all kinds of foodstuffs, preserved or canned, meat extracts, in liquid or in solid form, lobsters, fruits in syrup, jams and marmalades and dry biscuits. File: 25295.
95. **China**—Woodcraft Works, Limited, of 346 Szechuen Road, Shanghai, China, have expressed interest in securing agencies for Canadian manufacturers or exporters of the following products:
General constructional steel, lumber, building material, general industrial chemicals, newsprint, flour, etc.
This company is also interested in establishing contact with any manufacturer or exporter of these commodities with a view to obtaining immediate shipments.
96. **Brazil**—S.A. Escritorio de Representacoes Emile H. Staub, Rua Visconde de Inhauma 46, Rio de Janeiro, Brazil, have expressed interest in securing the following:
Lamps with candelabrum base, suitable for Christmas tree lighting outfits, as follows:
50 to 100,000 bulbs C-7½ W. 120 volts
50 to 100,000 bulbs C-6 W. 15 volts
20 to 50,000 bulbs C-9½ W. 120 volts.
File 21593.

Trade Between British India and South Africa Halted

Measures introduced by Indian Government to prevent commercial exchange on termination of agreement between two countries.

New Delhi, August 16, 1946 (FTS).—No goods consigned from, grown, produced or manufactured in the Union of South Africa may be brought into British India by sea or land from whatever place, announced the official *Gazette of India* yesterday.

Similarly, no goods from British India will be allowed to enter the Union, directly or indirectly. The Chief Customs Officer in India will not grant permission for the dispatch of goods unless he is satisfied that they will not ultimately reach the Union.

The measures have been put into effect on the expiry of three months' notice, required for terminating the trade agreement hitherto in effect between the two countries.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the sailing date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the company or agent indicated.

Departures from Montreal

* Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator
Africa-East—			
Lourenco Marques...	September 15	<i>Cottrell</i>	Elder Dempster
Africa-South—			
Cape Town.....	August 30 September 15	<i>Cargill</i> <i>Cottrell</i>	Elder Dempster
Port Elizabeth.....			Elder Dempster
East London.....			Elder Dempster
Durban.....			
Argentina—			
Buenos Aires.....	Aug. 28—Sept. 2	<i>Sweepstakes</i>	Montreal Shipping
Buenos Aires.....	Aug. 28-Sept. 2	<i>Fort Columbia</i>	Furness Withy
Buenos Aires.....	September 15-20	<i>Fort Panmure</i>	Furness Withy
Australia—			
Melbourne.....	.....	A Ship	M.A.N.Z. Line
Adelaide.....			
Brisbane.....	August 30-Sept. 4	<i>Port Campbell</i>	M.A.N.Z. Line
Sydney.....			
Melbourne.....			
Sydney.....	.....	A Ship	M.A.N.Z. Line
Melbourne.....			
Belgium—			
Antwerp.....	August 20-25	<i>Marchdale</i>	Montreal Shipping
Antwerp.....	August 25	<i>Ravnefjell</i>	Brock Shipping
Antwerp.....	August 26-31	<i>Harpefjell</i>	Brock Shipping
Antwerp.....	September 2-5	<i>Carmelfjell</i>	Brock Shipping
Antwerp.....	September 7-14	<i>Marchport</i>	Montreal Shipping
Antwerp.....	September 20-25	<i>Mont Clair</i>	Montreal Shipping
Antwerp.....	September 20	<i>Grey County</i>	County Line

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator
Brazil—			
Rio de Janeiro.....	Aug. 28—Sept. 2	<i>Fort Columbia</i>	Furness Withy
Santos.....	Aug. 28—Sept. 2	<i>Sweepstakes</i>	Montreal Shipping
	September 15-20	<i>Fort Panmure</i>	Furness Withy
Br. Honduras—			
Belize.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
China—			
Shanghai.....	September 24	<i>City of Yokohama</i>	McLean Kennedy
Colombia—			
Barranquilla.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Costa Rica—			
Port Limon.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Cuba—			
Havana.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Curaçao.		A Ship	Saguenay Terminals
Egypt—			
Alexandria.....	August 27	<i>City of Florence</i>	McLean Kennedy
Port Said.....			
Eire—			
Dublin.....		A Ship	Shipping Limited
France			
Channel Ports.....	August 20-25	<i>Fort Boise</i>	Montreal Shipping
Germany—			
Hamburg.....	August 20-25	<i>Marchdale</i>	Montreal Shipping
Hamburg.....	August 26-31	<i>Marchport</i>	Montreal Shipping
Hamburg.....	September 7-14	<i>Mont Clair</i>	Montreal Shipping
Hamburg.....	September 20-25		
Guatemala—			
Puerto Barrios.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Holland—			
Rotterdam.....	August 20-25	<i>Marchdale</i>	Montreal Shipping
Rotterdam.....	August 26-31	<i>Harpéjell</i>	Brock Shipping
Rotterdam.....	September 7-14	<i>Marchport</i>	Montreal Shipping
Rotterdam.....	September 20-25	<i>Mont Clair</i>	Montreal Shipping
Rotterdam.....	September 20	<i>Grey County</i>	County Line
Honduras—			
La Ceiba.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Hong Kong.	September 24	<i>City of Yokohama</i>	McLean Kennedy
India—			
Karachi.....	August 27	<i>City of Florence</i>	McLean Kennedy
Bombay.....			
Madras.....			
Calcutta.....			
Mediterranean—			
Central Area.....		A Ship	McLean Kennedy
Central Area.....	Aug. 25—Sept. 3	<i>Mont Gaspe</i>	Montreal Shipping
Mexico—			
Vera Cruz.....	August 28-30	<i>Lansdowne Park</i>	Canadian National
Newfoundland—			
St. John's.....	August 29	<i>Elgin</i>	Nfld. Canada SS.
St. John's.....	Regular Sailings		Montreal Shipping
Corner Brook.....	Regular Sailings		Clarke Steamships
New Zealand—			
Wellington.....		A Ship	M.A.N.Z. Line
Auckland.....	August 30—Sept. 4	<i>Kaikoura</i>	M.A.N.Z. Line
Wellington.....			
Lyttleton.....			
Dunedin.....			

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator
Northern Ireland— Belfast.....	Aug. 31—Sept. 4	<i>Lord O'Neill</i>	McLean Kennedy
Panama— Cristobal.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Philippines— Manila.....	September 24	<i>City of Yokohama</i>	McLean Kennedy
Puerto Rico— San Juan.....		A Ship	Saguenay Terminals
San Domingo— Ciudad Trujillo.....		A Ship	Saguenay Terminals
Scandinavia— Baltic Ports..... Baltic Ports..... Baltic Ports.....	August 26-31 August 26-31 September 14	<i>Harpefjell</i> <i>Erland</i> <i>Sparreholm</i>	Broek Shipping Swed. Amer. Mexico Swed. Amer. Mexico
United Kingdom— Avonmouth..... Avonmouth..... Bristol..... Glasgow..... Glasgow..... Glasgow..... Hull..... Hull..... Leith..... Leith..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... London..... London..... London..... London..... London..... London..... London..... London..... London..... Manchester..... Manchester..... Manchester..... Manchester..... Manchester..... Manchester..... Newcastle.....	August 25-30 September 7-14 August 28—Sept. 4 September 7-14 September 17-23 August 22-26 Aug. 30—Sept. 5 August 28 September 14 August 18-24 Aug. 31—Sept. 4 September 2-7 September 12 September 20 October 4-11 August 20-24 August 26-31 Aug. 29—Sept. 4 Aug. 30—Sept. 3 September 1 September 2-9 September 9 September 20-26 October 6 October 14 August 21-24 August 28-31 August 29 September 1 September 5 September 18 August 19-22	<i>Empire Kangaroo</i> <i>Delilian</i> A Ship <i>Norwegian</i> <i>Delilian</i> <i>Salacia</i> <i>Bassano</i> <i>Samdel</i> <i>Cairnvalona</i> <i>Cairnavon</i> <i>Valacia</i> <i>Lord O'Neill</i> <i>Cavina</i> <i>Beaverburn</i> <i>Beaverford</i> <i>Valacia</i> <i>Beaverdell</i> <i>Harpefjell</i> <i>Fort Miami</i> <i>Beaverglen</i> <i>Beaverdell</i> <i>Fort Spokane</i> <i>Beaverglen</i> <i>Bayano</i> <i>Beaverdell</i> <i>Beaverglen</i> <i>Manchester Trader</i> <i>Manchester Progress</i> <i>Manchester Trader</i> <i>Manchester Shipper</i> <i>Manchester Progress</i> <i>Manchester Commerce</i> <i>Cairnvalona</i>	Cunard White Star Donaldson Atlantic Furness Withy Donaldson Atlantic Donaldson Atlantic Donaldson Atlantic McLean Kennedy McLean Kennedy Cairn-Thomson Line Cair-Thomson Line Cunard White Star McLean Kennedy Cunard White Star Canadian Pacific Canadian Pacific Cunard White Star Canadian Pacific Broek Shipping Cunard White Star Canadian Pacific Canadian Pacific Cunard White Star Canadian Pacific Cunard White Star Canadian Pacific Canadian Pacific Furness Withy Furness Withy Furness Withy Furness Withy Furness Withy Furness Withy Cairn Thompson Furness Withy Montreal Shipping Furness Withy
Uruguay— Montevideo..... Montevideo..... Montevideo.....	Aug. 28—Sept. 2 Aug. 28—Sept. 2 September 15-20	<i>Fort Columbia</i> <i>Sweepstakes</i> <i>Fort Panmure</i>	Furness Withy Montreal Shipping Furness Withy
Venezuela— La Guaira..... Maracaibo.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
West Indies— Antigua.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator
West Indies—Conc.			
Antigua.....	August 27-30	* <i>Sutherland Park</i>	Canadian National
Antigua.....	September 9-13	* <i>Chomedy</i>	Canadian National
Barbados.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships
Barbados.....	August 27-30	* <i>Sutherland Park</i>	Canadian National
Barbados.....	September 9-13	* <i>Chomedy</i>	Canadian National
Bermuda.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships
Bermuda.....	August 27	* <i>Cavelier</i>	Canadian National
Bermuda.....	September 10	* <i>Canadian Observer</i>	Canadian National
Bermuda.....	September 26	* <i>Maisonneuve Park</i>	Canadian National
Br. Guiana.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships
Br. Guiana.....	August 27-30	* <i>Sutherland Park</i>	Canadian National
Br. Guiana.....	September 9-13	* <i>Chomedy</i>	Canadian National
Dominica.....	August 27-30	* <i>Sutherland Park</i>	Canadian National
Dominica.....	September 9-13	* <i>Chomedy</i>	Canadian National
Grenada.....	August 18-26	<i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	August 27-30	* <i>Sutherland Park</i>	Canadian National
Grenada.....	August 28-29	<i>Alcoa Partner</i>	Alcoa Steamships
Grenada.....	September 9-13	* <i>Chomedy</i>	Canadian National
Jamaica.....	August 27	* <i>Cavelier</i>	Canadian National
Jamaica.....	September 10	* <i>Canadian Observer</i>	Canadian National
Jamaica.....	September 26	* <i>Maisonneuve Park</i>	Canadian National
Montserrat.....	September 9-13	* <i>Chomedy</i>	Canadian National
Nassau.....	August 27	* <i>Cavelier</i>	Canadian National
Nassau.....	September 10	* <i>Canadian Observer</i>	Canadian National
Nassau.....	September 26	<i>Maisonneuve Park</i>	Canadian National
St. Kitts.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships
St. Kitts.....	August 27-30	* <i>Sutherland Park</i>	Canadian National
St. Kitts.....	September 9-13	* <i>Chomedy</i>	Canadian National
St. Lucia.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships
St. Lucia.....	August 27-30	* <i>Sutherland Park</i>	Canadian National
St. Lucia.....	September 9-13	* <i>Chomedy</i>	Canadian National
St. Vincent.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships
St. Vincent.....	September 9-13	* <i>Chomedy</i>	Canadian National
Trinidad.....	August 18-26	* <i>Alcoa Partner</i>	Alcoa Steamships
Trinidad.....	August 27-30	* <i>Sutherland Park</i>	Canadian National
Trinidad.....	September 9-13	* <i>Chomedy</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the above table, the following departures are listed by operators:—

Destination	Loading Date	Vessel	Operator
Iceland—			
Reykjavik.....	September 1	<i>True Knot</i>	F. K. Warren Ltd.
Newfoundland—			
St. John's.....	August 24	<i>Fort Amherst</i>	Furness Red Cross
St. John's.....	August 27-30	<i>Fort Townsend</i>	Furness Red Cross
St. John's.....	August 29-30	<i>Thomas & Edith</i>	Rowlings Limited
St. John's.....	September 13-16	<i>Fort Amherst</i>	Furness Red Cross
United Kingdom—			
Liverpool.....	August 27	<i>Mauretania</i>	Cunard White Star
West Indies—			
Jamaica.....	August 18-23	<i>Dufferin Park</i>	Pickford & Black

Departures from Vancouver

Destination	Loading Date	Vessel	Operator
Argentina— Buenos Aires..... Buenos Aires	Late September November	<i>Heranger</i> <i>Hardanger</i>	Empire Shipping Empire Shipping
Australia— Brisbane..... Sydney..... Melbourne.....	August 25 September 6 Mid-September September 30 Late September Late September October 23	<i>White Squall</i> <i>Barranduna</i> <i>Wairuna</i> <i>Boogabilla</i> <i>Rabaul</i> <i>Waihemo</i> <i>Boolongena</i>	Dingwall Cotts Empire Shipping Can. Australasian Empire Shipping W. R. Carpenter Can. Australasian Empire Shipping
Belgium— Antwerp..... Antwerp..... Antwerp.....	Late August August 28 Late September	<i>Frans Hals</i> <i>Bio Bio</i> <i>Argentina</i>	Royal Mail Lines Gardner Johnson Gardner Johnson
China— Shanghai..... Shanghai..... Shanghai..... Shanghai..... Shanghai..... Tsingtao.....	August 26 August 31 Late September September 10 September 1 September 12 October	<i>H. H. Raymond</i> <i>Lake Winnipeg</i> <i>Winnipegosis Par</i> <i>Green Gables Park</i> <i>Lake Sicamous</i> <i>Lake Nipigon</i> <i>Vingnes</i>	Canadian Blue Star Canada Shipping Seaboard Shipping Anglo Canadian Anglo Canadian Empire Shipping Empire Shipping
Hawaii— Honolulu.....	September 9	<i>Sea Skimmer</i>	Dingwall Cotts
Holland— Rotterdam..... Rotterdam..... Rotterdam.....	Late August August 28 Late September	<i>Frans Hals</i> <i>Bio Bio</i> <i>Argentina</i>	Royal Mail Lines Gardner Johnson Gardner Johnson
Hong Kong	August 26	<i>H. H. Raymond</i>	Canadian Blue Star
India	Late August	A Ship	Dingwall Cotts
Mediterranean— Central Area.....	Early September	A Ship	Empire Shipping
Mexico	Late August	<i>Victoria Park</i>	Johnston Walton
New Zealand	Mid-September Late September	<i>Wairuna</i> <i>Waihemo</i>	Can. Australasian Can. Australasian
Philippines— Manila..... Manila.....	August 26 Late August	<i>H. H. Raymond</i> A Ship	Canadian Blue Star Dingwall Cotts
South Africa	Late August August 31 Early September September 10	<i>J. A. Bulls</i> <i>Junecrest</i> <i>Limbürg</i> <i>Mission Park</i>	Gardner Johnson Dingwall Cotts Dingwall Cotts Canadian Transport
South America— East Coast..... East Coast.....	August 26 August 31	<i>Spitfire</i> <i>Clearwater Victory</i>	Gardner Johnson Balfour Guthrie
Sweden	August 28	<i>Bio Bio</i>	Gardner Johnson
United Kingdom	August 27 Late August August 29 August 30 Late August August 25 September	<i>Samdauntless</i> <i>Samarkand</i> <i>Samflora</i> <i>Samsker</i> <i>Samthar</i> <i>Stanley Park</i> A Ship	Furness (Pacific) Canadian Blue Star Canadian Transport Seaboard Shipping Royal Mail Lines Canadian Transport Royal Mail Lines
West Indies— Jamaica.....	Late September	<i>Magister</i>	Canada Shipping

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in respect of shipments to countries in non-sterling areas, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations August 12	Nominal Quotations August 19
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2575	.2475
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0534	.0534
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2084
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3770	.3770
Netherlands East Indies.....	Florin	....	.3770	.3770
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2785	.2785
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0077	.0077
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in twenty-seven British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5983).

Commodity Officers—

Foods—

Live stock and products, fish and products, H. A. Gilbert (2380).

Plants and products, G. F. Clingan (7523).

Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals—

Iron and steel products, T. S. Walsh (4082).

Non-ferrous metals and non-metallic minerals, A. M. Tedford (4160).

Chemicals and allied products, S. G. Barclay (7886).

Machinery and industrial equipment, C. J. Gardner (4082).

Electrical machinery and equipment, A. S. MacRae (7601).

Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber—

Textiles and apparel, G. R. Poley and J. U. Curtis (3004).

Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper—

Wood and products, G. H. Rochester (6974).

Paper and products, E. Clarke and N. R. Chappell (6974).

General Products—

General products, W. H. Grant (3209).

Miscellaneous products, P. G. Jones (4160).

Durable consumer-goods, E. L. Smith (7601).

Token Shipments—W. H. Black (5983).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417, 7163, 7953); Assistant Director, C. F. McGinnis.

Investigation Section—Chief, C. F. McGinnis and A. C. Fairweather.

Enquiry Section—H. B. Scully and G. C. Clarke.

Importers' Directory—Miss M. E. Adams.

Trade Services Directory—A. L. Langdon.

Import Controls and Foreign Export Controls—W. G. Hopkins.

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5468).

Commercial Relations Division—Director, H. R. Kemp (5151); Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819).

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Editor, *Commercial Intelligence Journal*, J. Fergus Grant (2186).

CANADIAN GOVERNMENT TRADE COMMISSIONERS

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—
Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).

Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.1.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrópole, 7th Floor, Av. Presidente Wilson 165.

British India

Acting Trade Commissioner. Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

British Malaya

ARTHUR WILDING, Canadian Commercial Agent. Address for letters: Room D-2, Union Building, Singapore.

Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India.

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers. Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building. Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Of. No. 523. Territory includes Republic of Panama, the Canal Zone, Nicaragua, and Costa Rica.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17. Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

RICHARD GREW. Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil. Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Hong Kong

Acting Trade Commissioner. Address for letters—% Passenger Department, Canadian Pacific Railway Company.

Ireland

E. L. MCCOLL, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

CANADIAN GOVERNMENT TRADE COMMISSIONERS—*Concluded*

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Territory includes Guatemala, Honduras, and Salvador.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 33, Auckland. Office—Yorkshire House, Shortland Street.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary. Canadian Legation. Address for letters—Fridtjof Nansens Plads 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Orange Free State, the Rhodesias, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, Cantracom.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province and Southwest Africa, Natal, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, Cantracom.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, Canadian Stockholm.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: H. L. E. PRIESTMAN, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England and East Anglia.

Cable address, Sleighing, London.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucum.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy Annex, 1771 N Street N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—% Royal Bank of Canada, Caracas.

Territory includes Netherlands West Indies.

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, AUGUST 31, 1946

South Africa Purchases Timber from Portuguese East Africa

Sufficient for construction of 10,000 houses being obtained to meet shortage, especially in the Transvaal—Total imports in 1939 amounted to 22,805,076 cubic feet, valued at over £5 millions.

By J. H. English, Commercial Counsellor for Canada

Johannesburg, August 20, 1946.—Timber for the construction of 10,000 houses in the Union of South Africa will be obtained from Portuguese East Africa, an agreement to this effect having been announced recently by the Minister of Public Works. Shipments will commence immediately and are expected to alleviate the timber shortage in South Africa, especially in the Transvaal.

South Africa, which is largely dependent on other countries for timber, imported lumber valued at more than £5,000,000 before the war. In 1939, imports of timber, including flooring but excluding box shooks, staves and furniture, amounted to 22,805,076 cubic feet, distributed as follows:

Type of timber	Cubic feet
Pine	11,071,135
Douglas fir	5,151,312
Flooring	3,478,695
Pitch pine	1,293,390
Teak	1,043,746
Jarrah	379,160
Oak	316,717
Mahogany and walnut	56,046
Other planed woods	14,875
Total	22,805,076

Canada Contributed 5·7 Per Cent

The sources of supply for this timber are indicated in the following table, which shows that Canada contributed 5·7 per cent, comprising Douglas fir, pine and flooring:

Source of supply	Type of timber	Cubic feet
Finland	Pine, flooring	6,408,107
United States	Douglas fir, flooring, oak, pine, pitch pine ..	4,141,997
Russia	Pine, flooring	2,185,141
Sweden	Pine, flooring	1,843,343
Canada	Douglas fir, pine, flooring	1,312,338
Siam	Teak	697,650
Poland	Pine, flooring	606,921
Australia	Jarrah, oak	484,654
Norway	Pine, flooring	190,510
Burma	Teak	163,312
Estonia	Pine	157,433
Indo-China	Teak	150,235
Brazil	Pine	118,434
Japan	Oak	97,614
Lithuania	Pine	58,538
Other countries		4,188,849
		22,805,076

Union Seeks Supply Near Home

The war naturally interfered with deliveries from nearly all these sources, Canada and the United States being the only important normal suppliers during that period. Scarcity and the continued pressing need for materials have occasioned a search for other sources of timber near at hand. The result was that fairly substantial supplies of timber, mostly hardwoods, were imported from the Belgian Congo and other Central and East African areas. Imports from these countries during 1944 were as follows:

	Cubic feet
Belgian Congo	1,006,000
Southern Rhodesia	209,000
French West and Equatorial Africa	565,000
Portuguese East Africa	1,234,000
British West Africa	121,000
Other nearby territories	50,000

One problem has been to locate timbers suitable for the requirements of South Africa, especially in the building trades. Many of the Central Africa species are satisfactory for furniture making, for box-making and similar purposes but not, generally speaking, for building construction.

Survey Reveals Wide Variety

Portuguese East Africa has extensive and valuable timber stands. Recent surveys made there indicate a wide variety of timbers suitable for nearly all uses. The stands, too, particularly in the provinces of Sofala and Manica, are very extensive. According to the Portuguese Government African Railways, the principal varieties comprise:

Mussacossa or *Pod Mahogany*, known as *Chanfuta*, in the southern part of the province of Mozambique, is a beautiful, red wood, which polishes well. It is suitable for furniture or vehicle bodies, and is sold in boards. It is also exported in strips for parquet floors.

M'bila, also known as *Bloodwood*, is a dense, brown, hard type, and is likewise used for furniture. Hatchet squared, it is sold in baulks.

Ironwood is a heavy dense dark variety, weighing 60 pounds per cubic foot, and is splendid for the manufacture of pianos and high-class furniture.

Muconite, or *African Sandalwood*, is a dark brown timber, suitable for wagon work. *Ziba* is a valuable hardwood, close grained with a good surface and fine colour.

Moanjwa is a beautiful yellowish and rather heavy timber, which takes a good surface.

M'zimbiti is a yellowish white hardwood, with very little sapwood, weighing about 60 pounds per cubic foot. It is exceptionally good for railway sleepers and is impervious to white ants. This timber hardens in salt water, and the heart wood is impervious to the attack of the Teredo worm. As the trees are tall and straight, they have been successfully used as piles for wharf construction at Beira. Large forests of these trees occur along the Beira-Mashonaland railway and along the lines of the Trans-Zambesi railway.

Panga-Panga is a heavy, hard, dense wood, dark in colour, beautifully grained and suitable for furniture; *Muanga* or *Chuang* is similar in many respects to the last-named. It is used for bridge-building, being impervious to white ants.

Monhe or *Gone* is an excellent timber, very similar to teak, while *Mes-sanda* is a very hard red timber, suitable for railway sleepers.



It is interesting to note that *Chanfuta* or *M'bila*, or Kiaat as it is called in South Africa, are substituting Baltic pine to a great extent in the Union in the manufacture of windows, door-frames, and all inside work in house construction. The sapwood of M'bila is good for fruit boxes.

No figures are presently available to show the present cut of timber in Portuguese East Africa, but it is understood to be substantial. The new agreement, whereby South Africa is to obtain a quantity of timber this year, is an important development. Even with this new source and an agreement with Sweden to supply 13,500 standards of building timber during 1946, South Africa will still need substantial quantities of timber from Canada for general construction purposes.

Newsprint Shipments in Last Seven Months Are Higher

Increase of \$96.7 millions over corresponding period in 1945—Decline in total exports of \$749.6 millions reflects return to more normal conditions after war—Shipments of passenger cars rose rapidly—Fresh fruit and vegetable figures lower.

Newsprint exports during the seven months ended July had a value of \$142,585,000, which represents an increase of \$45,862,000 over the corresponding period last year. This item stands alone among the various commodities listed by the External Trade Branch, Dominion Bureau of Statistics, for which there was recorded any substantial increase during the period under review. Relatively small rises were recorded for seventy-six other items, as against declines for ninety-six. As indicated in the *Commercial Intelligence Journal* last week, total domestic exports for the seven-month period had a value of \$1,251.4 millions, compared with \$2,001.1 millions during the corresponding interval last year. By commodity groups, these are as follows:

Exports of Canadian Commodities

Commodity Groups	7 Months 1946	7 Months 1945	12 Months 1939
	(Millions of Dollars)		
Agricultural and vegetable	315.1	420.7	182.9
Animals and animal products	200.2	225.1	121.2
Fibres, textiles and products	34.7	39.2	13.3
Wood, wood products and paper	319.8	264.7	214.5
Iron and its products	139.1	421.6	58.7
Non-ferrous metals and products	126.9	226.2	272.6
Non-metallic minerals and products	29.9	35.2	24.6
Chemicals and allied products	38.9	75.0	20.6
Miscellaneous commodities	46.8	293.4	18.6
Totals	\$1,251.4	\$2,001.1	\$927.0

As will be noted in the above table, the heaviest decrease was recorded in the "iron" group of commodities, amounting in value to \$282.5 millions. Of this figure, vehicles accounted for a drop of \$202.7 millions. With the conclusion of hostilities, there was a material decline in the number of military vehicles shipped overseas. On the other hand, with the return of more normal conditions, exports of passenger cars rose rapidly from a value of only \$28,000 in the first seven months of last year to \$5,562,000 during the period under review.

The material decrease in shipments of miscellaneous commodities is also attributed to the termination of hostilities, exports of aircraft being lower by \$88.1 millions and of cartridges and shells by \$149.4 millions. In the "chemical" group, exports of explosives declined by a value of \$23.6 millions. The July totals for war materials, such as tanks, military vehicles, shells, guns, metals, explosives, aircraft, Red Cross supplies and Canadian army stores were valued at only \$78,000 this year, compared with \$93,296,000 in July, 1945.

Fresh Fruit and Vegetables Decline

Relatively substantial declines were recorded in the shipment during the seven months ended July of the following items: Fresh apples and other fresh fruits, dried apples, fresh vegetables, aluminum, electrical apparatus, gasoline and other petroleum products, industrial alcohol, scientific and educational equipment.

Canada's domestic exports (excluding gold) for the seven months ended July and for the month of July, compared with figures for corresponding periods last year, are set forth in the following table:

Domestic Exports of Commodities

Articles exported	Month of July		Seven Months ended July	
	1945	1946	1945	1946
	Thousands of Dollars			
AGRICULTURAL AND VEGETABLE PRODUCTS.	82,623	45,119	420,672	315,113
Fruits	189	208	5,139	1,725
Fruits, fresh	45	148	2,295	931
Apples, fresh .....	....	....	2,028	699
Fruits, dried	5	....	1,130	35
Apples, dried	5	....	1,129	12
Fruits, canned	59	58	758	472
Fruit juices and fruit syrups	79	3	956	287
Nuts	26	4	173	38
Vegetables	1,034	816	13,040	8,260
Vegetables, fresh	132	145	6,594	1,825
Potatoes (except seed)	18	77	5,208	582
Vegetables, dried	492	70	4,312	3,345
Vegetables, canned	253	535	1,431	2,692
Pickles, sauces and catsups	157	66	703	398
Grains	63,452	24,606	259,051	159,699
Barley	2,084	15	18,062	95
Wheat	54,844	21,124	205,927	145,374
Milled products	9,175	11,056	65,633	74,750
Flour of wheat	8,434	9,646	59,466	69,965
Prepared foods and bakery products ..	241	233	1,506	1,440
Biscuits and bread	82	38	696	149
Cereal foods, prepared	82	85	474	447
Farinaceous products, other	285	840	2,277	4,154
Vegetable fats, edible	114	224	804	962
Sugar and products	854	567	7,284	1,608
Sugar (refined)	11	3	2,001	68
Vegetable products, other, mainly food	206	342	1,429	1,748
Beverages, alcoholic	1,534	2,992	16,653	21,384
Ale, beer and porter	392	537	3,210	2,639
Beverages, distilled	1,121	2,448	13,371	18,713
Whisky	1,049	2,269	12,814	17,418
Wines	20	7	72	33
Balsam	4	5	23	24
Oil cake and oil cake meal .....	....	....	6	58
Oils, vegetable, not edible	358	129	1,460	2,224
Linseed and flaxseed oil	352	95	1,401	2,034
Plants, shrubs, trees and vines	3	6	53	150
Rubber	3,569	1,452	21,956	12,778
Pneumatic tire casings	1,138	181	9,649	4,341
Inner tubes	101	15	863	598
Seeds	432	56	11,748	8,591
Seed potatoes .....	....	43	3,145	2,575
Tobacco	250	183	6,850	4,614
Tobacco, unmanufactured	168	150	6,046	4,304
Vegetable products, other, not food ..	898	1,400	5,586	10,907
Hay	142	115	724	2,135
ANIMALS AND ANIMAL PRODUCTS.	31,656	26,419	225,114	200,232
Animals, living	1,419	2,378	9,179	11,325
Cattle (except for stock)	844	1,323	4,104	6,271
Bones, horns and hoofs	18	21	179	149
Fish and fishery products, n.o.p.	8,452	9,307	42,229	47,915
Fish, fresh and frozen	4,741	5,026	25,168	24,592
Fish, dried, salted, pickled, smoked .	1,226	1,580	6,253	6,685
Fish, canned or preserved	2,463	2,600	10,697	16,262
Furs	2,634	1,512	17,985	24,208
Undressed furs	2,556	1,424	17,400	23,339
Hair and bristles	37	138	476	750
Hides and skins, raw	40	110	155	1,273
Leather, unmanufactured	334	623	2,309	3,712
Leather, manufactured	319	904	1,984	5,030
Meats	11,298	7,220	104,010	76,757
Bacon, hams, shoulders, sides	8,383	4,841	66,966	37,957

Domestic Exports of Commodities—Continued

Articles exported	Month of July		Seven Months ended July	
	1945	1946	1945	1946
ANIMALS AND ANIMAL PRODUCTS— <i>Con.</i>				
	Thousands of Dollars			
Milk and products	3,040	1,408	12,868	8,975
Butter	126	148	1,169	787
Cheese	1,919	53	6,446	3,441
Animal oils, fats, greases and wax	640	420	3,607	1,454
Animal products, other	3,425	2,378	30,133	18,685
Eggs in the shell	50	539	10,656	9,298
Eggs, processed	3,041	1,645	17,618	7,783
FIBRES, TEXTILES AND TEXTILE PRODUCTS.	3,803	5,530	39,177	34,705
Cotton	704	945	6,721	6,212
Cotton fabrics	483	446	3,347	2,936
Flax, hemp and jute	175	252	1,207	1,836
Fibre and tow	119	176	986	1,278
Silk .....	.....	.....	.....	.....
Wool	996	2,275	11,414	14,069
Wool, raw	283	199	2,081	1,125
Artificial silk	1,092	923	7,046	3,959
Fabrics, artificial silk	72	282	874	1,248
Fibres and textiles, other	835	1,135	12,790	8,629
WOOD, WOOD PRODUCTS AND PAPER.....	43,207	54,553	264,738	319,790
Wood, unmanufactured	15,636	19,089	87,172	94,148
Logs	320	411	1,643	1,605
Planks and boards	9,147	10,910	51,282	54,726
Timber, square	102	75	469	530
Shingles	644	850	4,685	4,970
Pulpwood	2,641	3,599	11,274	14,405
Wood, manufactured	9,891	10,181	64,020	68,582
Wood pulp	9,403	9,375	61,115	64,046
Paper	17,275	24,718	110,688	153,648
Newsprint paper	15,163	22,729	96,723	142,585
Books and printed matter	404	565	2,859	3,412
IRON AND ITS PRODUCTS.....	47,245	21,936	421,659	139,122
Iron ore	329	839	894	1,342
Ferro-alloys	1,234	1,121	9,528	5,729
Pigs, ingots, blooms, billets	327	145	2,475	3,142
Scrap iron	55	6	230	118
Castings and forgings	418	129	5,795	1,063
Rolling mill products	894	616	6,859	4,748
Pipes, tubes and fittings	216	92	1,915	755
Wire	278	61	1,816	545
Chains	31	9	89	109
Engines and boilers	4,550	1,803	12,670	19,317
Farm implements and machinery	1,978	2,975	12,061	19,357
Hardware and cutlery	378	319	2,333	2,159
Machinery (except agricultural)	1,001	1,085	12,663	7,169
Stamped and coated products	25	27	182	215
Tools	179	96	1,042	583
Vehicles, chiefly of iron	30,788	12,253	272,562	69,809
Automobiles, freight	17,121	3,437	165,501	29,778
Automobiles, passenger	8	3,061	28	5,562
Automobile parts	11,314	1,646	77,391	14,094
Iron products, other	4,566	360	78,546	2,962
NON-FERROUS METALS AND THEIR PRODUCTS	27,899	17,781	226,166	126,915
Aluminium	8,791	1,303	87,750	19,834
Bars, blocks, ingots, blooms	7,432	767	79,351	16,099
Brass	233	329	3,193	1,870
Bars, ingots, rods, strips, sheets, plates, tubing	75	57	2,146	403
Copper	1,287	2,507	19,910	20,240
Ingots, bars, cakes, slabs, billets ...	448	1,596	14,848	16,176
Rods, strips, sheets, plates, tubing .	30	310	701	1,449
Lead	1,660	1,633	4,452	9,996
Nickel	4,451	4,247	35,948	30,578
Precious metals, except gold	1,348	1,732	10,971	9,149
Zinc	1,600	2,446	11,096	16,319
Clocks and watches	119	133	471	642
Electrical apparatus	7,505	2,936	46,766	14,401
Radio and wireless apparatus	4,732	1,115	29,242	7,655
Printing materials	1	7	15	19
Non-ferrous metals, other	904	509	5,594	3,865
Cobalt alloys	160	13	1,049	93
Cadmium	42	80	224	357
Selenium and salts	69	111	484	789

Domestic Exports of Commodities—Concluded

Articles exported	Month of July		Seven Months ended July	
	1945	1946	1945	1946
	Thousands of Dollars			
NON-METALLIC MINERALS AND PRODUCTS..	5,918	5,825	35,201	29,925
Asbestos	1,932	2,262	13,506	12,918
Asbestos milled fibres	1,432	1,536	9,626	8,815
Clay and products	40	115	316	467
Porcelain insulators	21	48	166	197
Coal and products	541	893	4,068	4,077
Coal	335	733	3,016	3,088
Coke	52	92	517	458
Glass and glassware	43	103	277	774
Graphite	15	6	72	85
Mica and products	17	12	168	142
Petroleum products	1,538	667	6,142	1,942
Gasoline	1,448	340	4,984	665
Stone and products	1,286	1,404	8,850	8,003
Abrasives, artificial, crude	959	945	7,539	6,357
Non-metallic minerals, other	506	364	1,802	1,517
Carbon and graphite electrodes	147	97	493	331
CHEMICALS AND ALLIED PRODUCTS.....	7,494	5,911	74,997	38,921
Acids	328	183	2,147	1,182
Alcohols, industrial	473	....	4,321	96
Cellulose products	14	24	95	132
Toilet preparations	173	83	923	434
Medicinal and proprietary preparations	372	510	3,967	3,028
Explosives	1,487	55	23,807	168
Fertilizers	1,541	2,464	16,397	18,781
Paints and varnishes	242	294	2,186	2,082
Soap	282	399	1,640	1,587
Inorganic chemicals, n.o.p.	1,092	1,018	8,081	5,301
Calcium compounds, n.o.p.	211	433	2,132	2,173
Soda and sodium compounds	568	440	3,716	2,489
Chemical products, other	1,490	881	11,433	6,130
MISCELLANEOUS COMMODITIES	32,864	5,631	293,384	46,755
Amusement and sporting goods, n.o.p. .	94	208	574	751
Brushes	66	109	501	608
Containers, n.o.p.	201	371	749	1,531
Household and personal equipment				
n.o.p.	373	747	2,041	3,357
Pens, pencils and parts	162	315	716	1,074
Refrigerators, electric .....	....	6	7	18
Mineral and aerated waters	1	....	2	40
Musical instruments	27	27	94	91
Scientific and educational equipment .	846	429	7,828	1,939
Films	296	227	1,420	1,557
Ships and vessels	2,857	475	9,115	7,110
Vehicles, n.o.p., chiefly aircraft	10,392	330	92,266	4,167
Paintings	11	10	21	25
Miscellaneous commodities, other	17,994	2,925	180,194	27,135
Cartridges	12,349	16	149,540	128
Electrical energy	779	646	4,189	4,340
TOTAL DOMESTIC EXPORTS.....	\$ 282,709	\$ 188,706	\$2,001.107	\$1,251.479

Supplementing the brief analysis of Canadian exports, according to destination, as contained in the August 24 issue of the *Commercial Intelligence Journal*, the following table furnishes this information in detail:

Canadian Exports by Countries

British Empire—	Month of July		Seven months ended July	
	1945	1946	1945	1946
United Kingdom	\$ 83,922.470	\$ 40,407.066	\$ 662,704.159	\$ 306,486.616
Eire	2,292.949	575,164	7,456,362	3,382,767
Aden	22381	20,096	122,123	100,505

Canadian Exports by Countries—Continued

	Month of		Seven months	
	July		ended July	
British Empire— <i>Con.</i>	1945	1946	1945	1946
Africa—				
British East	252,553	202,791	1,846,018	1,273,473
British South	3,023,082	6,847,398	18,236,188	32,600,874
Southern Rhodesia	152,503	218,328	1,288,456	1,883,297
British West—				
Gambia	5,209	4,415	23,221	47,625
Gold Coast	188,408	98,068	512,046	536,824
Nigeria	28,194	34,382	167,513	442,763
Sierra Leone	56,898	25,903	231,352	301,637
Other Brit. W. Africa .....	....	....	21	....
Bermuda	132,073	298,931	1,377,545	1,873,721
British East Indies—				
British India	36,616,939	4,346,785	202,419,598	35,867,227
Burma	38	838	38	424,250
Ceylon	673,417	285,808	3,945,902	1,253,687
Straits Settlements ....	....	506,831	....	1,828,055
Other Brit. East Indies .....	....	1,000	....	48,810
British Guiana	344,376	561,638	3,720,981	3,583,181
British Honduras	47,637	90,368	505,833	684,403
British Sudan	1,843	102,811	76,907	485,165
British West Indies—				
Barbados	299,268	618,282	2,368,170	3,343,195
Jamaica	1,442,221	2,481,216	8,491,938	7,308,451
Trinidad and Tobago....	1,131,229	1,909,347	9,559,508	9,775,071
Other Brit. West Indies	285,707	673,617	3,401,866	3,996,381
Falkland Islands .....	....	....	7,882	1,572
Gibraltar	2,578	56,350	90,304	259,857
Hong Kong .....	....	570,779	....	2,861,059
Malta	35,204	477,868	2,501,802	2,894,974
Newfoundland	3,698,246	4,286,929	23,211,823	19,425,040
Oceania—				
Australia	2,595,912	3,734,378	18,748,772	18,162,082
Fiji	1,290	1,461	122,628	202,098
New Zealand	2,244,296	1,910,724	8,965,379	8,192,672
Other British Oceania..	259	4,026	59,275	11,989
Palestine	137,576	739,398	1,197,461	1,950,568
TOTAL BRITISH EMPIRE...	\$139,634,756	\$ 72,092,996	\$ 983,361,071	\$ 471,489,859
Foreign Countries—				
Abyssinia	\$	\$ 48	\$ 3,485	\$ 6,005
Afghanistan .....	....	....	25	1,092
Albania	44,700	1,573	44,700	61,476
Argentina	452,856	1,180,293	2,774,432	6,194,051
Austria .....	....	338,243	....	2,720,437
Belgium	3,662,797	6,565,617	11,149,083	83,215,166
Belgian Congo	55,838	92,363	486,013	769,118
Bolivia	39,684	57,613	181,986	345,930
Brazil	2,559,121	1,224,290	8,070,982	10,553,044
Bulgaria .....	....	355	....	1,588
Chile	203,709	270,729	1,170,793	2,139,075
China	158,066	4,343,364	388,004	17,643,925
Colombia	431,830	866,882	2,337,826	5,365,751
Costa Rica	72,499	92,903	267,216	629,550
Cuba	521,911	503,498	2,681,950	3,191,777
Czechoslovakia	913,376	1,111,811	1,530,139	8,062,734
Denmark .....	....	52,898	....	848,746
Greenland	796	....	790,153	19,037
Ecuador	27,223	76,917	192,807	375,247
Egypt	1,386,712	970,067	29,864,332	7,545,822
Finland .....	....	15,904	....	229,891
France	3,122,402	4,358,349	40,690,939	42,820,318
French Africa	2,106,724	83,138	11,331,552	8,529,181
French East Indies	60	921	60	34,301
French Guiana	9,969	5,197	28,308	107,511
French Oceania	19,918	15,543	101,582	62,323
French West Indies ..	65,096	130,728	104,172	680,052
Madagascar	6,934	80,578	18,105	203,579
St. Pierre and Miquelon	74,234	109,110	363,278	445,091
Germany	961,828	304,337	961,828	4,889,721
Greece	4,151,301	2,538,063	12,879,940	6,923,242
Guatemala	28,294	155,425	194,891	645,961

Canadian Exports by Countries—Concluded

Foreign Countries— <i>Con.</i>	Month of July		Seven months ended July	
	1945	1946	1945	1946
Haiti.....	69,944	104,764	333,159	652,176
Honduras.....	6,145	40,581	90,319	433,282
Hungary.....	....	18,472	....	261,567
Iceland.....	509,498	612,814	2,681,648	2,259,998
Iraq (Mesopotamia).....	657,060	462,287	2,074,311	2,217,508
Italy.....	3,994,912	1,704,641	80,894,708	13,075,150
Tripoli.....	11,016	....	17,544	....
Italian Africa, Other ..	....	39	5,562	2,596
Japan.....	....	66,553	....	132,584
Liberia.....	2,585	8,684	50,614	42,859
Lithuania.....	....	....	....	16
Mexico.....	845,359	979,401	4,636,835	5,698,063
Morocco.....	16,046	6,118	1,242,956	997,666
Netherlands.....	2,980,841	1,687,581	6,279,045	20,863,115
Netherlands East Indies	....	320,756	....	4,385,938
Netherlands Guiana ..	13,864	83,152	107,379	335,592
Netherlands West Indies	84,447	121,223	467,313	843,206
Nicaragua.....	20,496	53,328	175,222	190,752
Norway.....	1,971,797	259,236	3,142,198	10,543,902
Panama.....	96,691	119,142	478,050	838,221
Paraguay.....	1,988	11,931	18,892	61,609
Persia.....	81,450	30,279	1,333,448	343,986
Peru.....	594,721	291,628	1,584,343	1,799,857
Poland.....	482,148	2,130,166	2,934,530	12,651,721
Portugal.....	813,441	175,099	1,330,808	1,831,960
Azores and Madeira ...	....	6,403	13,512	41,629
Portuguese Africa.....	23,119	84,163	705,687	1,049,256
Portuguese Asia.....	22	1,040	2,752	15,003
Rumania.....	....	55	....	164
Russia (U.S.S.R.).....	1,182,548	539,501	37,411,683	16,202,590
Salvador.....	27,681	37,700	247,310	297,243
San Domingo.....	45,337	88,178	342,487	762,924
Siam.....	....	12,818	....	18,715
Spain.....	111,276	....	681,575	225,689
Canary Islands.....	....	3,574	....	312,989
Sweden.....	....	....	....	....
Switzerland.....	1,474,853	261,651	7,597,749	3,013,162
Syria.....	6,797	7,011	508,290	123,494
Turkey.....	53,099	98,461	480,426	1,265,563
United States.....	102,702,562	74,759,029	720,894,648	471,200,506
Alaska.....	13,053	19,962	118,587	129,662
Virgin Islands.....	3,510	21,906	12,162	73,783
Guam.....	....	25	3,541	3,264
Hawaii.....	189,534	157,487	2,205,017	1,983,366
Philippine Islands.....	371,315	151,666	371,585	3,625,537
Puerto Rico.....	135,597	288,496	1,409,304	1,799,747
Uruguay.....	160,986	112,762	907,644	1,076,389
Venezuela.....	307,888	538,267	2,209,713	7,373,696
Yugoslavia.....	1,879,329	3,488,689	3,040,701	9,373,051
TOTAL FOREIGN COUNTRIES	\$143,074,189	\$116,612,626	\$1,017,745,896	\$ 779,989,703
TOTAL.....	\$282,708,945	\$188,705,622	\$2,001,106,967	\$1,251,479,592

Swedish Crop Prospects Good

Somewhat improved prospects for the winter grains are noted in the second 1946 official crop forecast. Despite cold weather in June, the winter grain has generally improved because of sufficient rain followed by sunshine. The prospects for wheat are now 3·1 against 3·2 last year, and for rye 3·0 as compared to 2·7 in 1945. (The figure 3 represents an average yield.) Potatoes and other root crops, however, have not fared so well, partly due to insects and partly to lack of manpower for cultivation. Since the May report, the prospects for hay have risen all over the country to 3·4, or considerably better than the average. Oil and textile plants look promising.

Billion-Bushel Wheat Crop in United States Is Forecast

Record of over three billion bushels of corn is estimate for this year—Conditions of all crops on July 1 best in seven years, except 1942—Production of feed largest on record, and that of livestock should be maintained at high level—Supplies of wheat insufficient to meet domestic demand and foreign commitments.

By H. A. Scott, Commercial Counsellor, Canadian Embassy

Washington, D.C., August 25, 1946.—Farmers in the United States are expected to produce more than a billion bushels of wheat and in excess of three billion bushels of corn this year. The Department of Agriculture Crop Report, as of July 1, indicated that the corn crop should establish a new record and that near records might be created for wheat, oats, potatoes and rice. The condition of all crops on July 1 was judged to be the best in seven years, excepting 1942. The combined acreage of all crops has been exceeded only in the past three years, since 1932.

Estimated yields per acre of most crops are above the average. Production of feed may be the largest on record and, if this should prove correct the production of livestock could be maintained near last year's levels through 1947. Despite a bumper wheat crop, the available supplies will be insufficient to meet both unrestricted domestic demands and foreign commitments for the year ahead.

Wheat Figure Second Only to 1945 Total

The production of all varieties of wheat in 1946 is estimated at 1,090,092,000 bushels, second only to the 1945 production of 1,123,143,000 bushels and the country's fourth billion-bushel wheat crop. The 1935-44 average production was 843,692,000 bushels. The area for harvest in 1946 is estimated at 65,680,000 acres, as against 64,740,000 acres in 1945 and the 1935-1944 average of 55,404,000 acres. It is the third largest in the nation's wheat history.

Winter wheat production is placed at 857,163,000 bushels, or 4·1 per cent over the 1945 crop of 823,177,000 bushels and 38·6 per cent over the 1935-1944 average of 618,019,000 bushels. The area for harvest is estimated at 47,277,000 acres,* as compared with 46,678,000 acres in 1945, and the 1935-1944 average of 39,113,000. The yield per acre is estimated at 18·1 bushels, as against 17·6 bushels per acre for the 1945 crop. Spring-wheat production, including 26,089,000 bushels of Durum wheat, is placed at 232,929,000 bushels, as compared with 299,966,000 bushels in the previous year, a decline of 22·3 per cent.

The low spring-wheat production is attributed to effects of insufficient rains and a late freeze-up in some of the principal spring-wheat producing states. Spring-wheat yield is expected to be close to 12·7 bushels per acre, as against 16·5 bushels for the 1945 crop.

Stocks of old wheat on farms on July 1, 1946, were reduced to 42,743,000 bushels, less than half the reserves on farms a year ago and the smallest since 1937. Farm stocks on July 1, 1946, represented only 3·8 per cent of production in the preceding year, as compared with 8·3 per cent on July 1, 1945, and an average of 10·6 per cent.

Record Corn Crop Forecast

Production of corn was estimated on July 1, 1946, at 3,341,646,000 bushels, an all-time high figure for this crop in the United States. The previous record crop, that for 1944, amounted to 3,228,000,000 bushels. For purposes of comparison the 1945 crop was 3,018,410,000 bushels, and the ten-year (1935-1944) average totalled 2,608,499,000 bushels. The acreage of corn is estimated at 91,487,000, as compared with 91,202,000 acres in 1945 and the ten-year average of 91,698,000 acres. The yield for 1946 is estimated at 36.5 bushels per acre, as against 33.1 bushels per acre in 1945 and the ten-year average of 28.5 bushels per acre.

Stocks of corn for grain on farms on July 1, 1946, were reported at 515,341,000 bushels, or 19.1 per cent of the 1945 crop. This compared with 738,591,000 bushels a year ago and 596,160,000 bushels for the ten-year average. Last year's stocks were 25.6 per cent of the 1944 crop, while those for the ten-year average were 26.4 per cent of the affected crops.

Cotton Stocks Smallest in Ten Years

The Department of Agriculture estimated the cotton area under cultivation on July 1, 1946, at 18,316,000 acres, a gain of 3.2 per cent over last year's figure. The smallness of the acreage suggests another light crop, and the consequent lessening of the total prospective supply of the staple for the coming season. It appears that the supply of all cottons in the United States for the coming season will be smaller than in any past season since the middle 1930's. With the domestic carryover of all cotton at the end of the current season around 7,500,000 bales, and with indications that the new crop may be in the neighbourhood of only 10,000,000 bales, a total supply for next season of around 17,500,000 bales appears to be in prospect. The supply for the current season was approximately 20,400,000 bales, and for last season, 22,789,000 bales.

Prices Affected by OPA Lapse

The general level of wholesale commodity prices continued to advance from the middle of May to the third week of June. During this period, there were important increases in the prices of milk, bread, coal, cotton, leather, copper and a number of miscellaneous products. For the last week of June, commodity prices were steady, as the country was awaiting the outcome of legislation concerning the Office of Price Administration. With the expiration of "OPA" on June 30, there were heavy increases in prices, which continued through the third week of July, when the Office of Price Administration was revived.

The following table shows the *New York Journal of Commerce* daily index of commodity prices for the period June 28 to July 26, 1946:

	June 28	July 23	July 24	July 25	July 26
General index	202.1	239.9	240.0	239.2	229.4
Grains	297.3	328.7	328.6	332.1	334.5
Food	171.1	239.3	239.4	238.7	222.6
Textiles	210.9	228.3	225.0	221.7	215.2
Metals	141.9	150.4	150.4	150.4	141.9
Miscellaneous	189.3	253.0	256.5	253.0	232.9

From the foregoing table it will be noted that the general index increased from 202.1 to 240 on July 24, but, with the roll-back on most OPA ceiling prices to the June 29 level, the index declined to 229.4. However, continued OPA exemption of livestock, meats, butter, lard, and cheese kept the index well above the June 29 level of 202.1.

Numerous items, such as textiles, flour, coffee, cocoa, copper, lead, zinc, tin, silver and hides, are in line for early upward adjustment. As a result, the current index level actually reflects only the present status of complete business standstill in these other fields. Regardless of OPA's future attitude on price adjustments, there is little doubt but that the advance cancelled out by the roll-back will soon be regained, and the index will soon reflect a higher level. At the start of 1946, the *Journal of Commerce* index stood at 110·1, but it is a fair estimate that before the year is over the weekly commodity index will reach 145 per cent of its 1927-1929 average, which would mean an increase of 30 per cent. Nearly 10 per cent of this increase had occurred by the time OPA controls lapsed on June 30, and there was an additional 14 per cent increase while price controls were not in effect. A part of this latter increase was rolled back.

Wheat Production in France Higher, But Below Pre-War

Market for Canadian wheat considered favourable for several years—Farmers seeking higher subsidies, maintaining larger profits to be obtained from cultivation of other crops.

By J. H. Tremblay, Commercial Secretary, Canadian Embassy

Paris, August 15, 1946.—Prospects for the purchase of Canadian wheat by France should be favourable for the next few years. The estimated production in this country during 1946 is 61 million quintals (3,050,000 tons), compared with 45 million quintals (2,250,000 tons) in 1945. Since the pre-war average was approximately 80 million quintals (4,000,000 tons), it is apparent that wheat production is still below normal.

There is a definite tendency on the part of the French farmer to reduce his wheat acreage in an effort to secure higher subsidies from the Government, which seems unlikely at the present time. It is felt that larger profits can be made from the cultivation of other crops, such as potatoes, sugar beets and vegetables, than by growing wheat.

Coarse Grain Yields Satisfactory

Yields of coarse grains are satisfactory, if conditions during the last six years are taken into consideration, difficulty having been experienced in obtaining fertilizers and sufficient labour to till the ground and harvest the crops. Production of rye this year is estimated at 4·6 million quintals, or 58 per cent of the pre-war figure; of barley, 9·5 million quintals, or 87 per cent of the pre-war figure; and of oats, 33·9 million quintals, or 73 per cent of the pre-war figure.

The acreage sown to potatoes is somewhat higher than in 1945 and the present outlook is good. The shortage of fertilizers and high-quality seeds are responsible for a measure of pessimism, however.

Farmers in France have apparently decided to grow more soybeans than any other oil plant produced in this country, as it provides a higher yield and is the most regular. This decision is also influenced by recent legislation, which authorizes the producer to sell on the free market any surplus over the quota. There has been a decrease of 25 per cent in the acreage sown to oil plants, compared with that of 1945.

The acreage sown to sugar beets is 25 per cent greater than in 1945, though 30 per cent lower than before the war. The condition of the crop is promising.

Market Survey of China Outlines Economic Evolution of People

Area exceeds that of Canada by million square miles—Population estimated at 460,000,000, excluding Kwantung Territory and Taiwan (Formosa), recently acquired—Outside influence is rejected—Communications owned and controlled by Government—Country is basically agricultural, though large coal and iron ore deposits can be developed.

By G. S. Hall, Asia Section, Foreign Trade Service

(Ed.—The author of this article has spent fourteen years in China, of which twelve were in the service of the Chinese Maritime Customs. Other articles in this series will deal with foreign trade prospects, trade with Canada, economic conditions, tariff history and customs regulations.)

It is not practicable to summarize the political developments of a country with such an historical civilization as China, for the chief phases of Chinese evolution in its political, cultural and economic aspects would extend from the ascension of Hwang Ti in 2697 B.C.

It is not too much to say that the history of China in the last few years is a history of the Kuomintang. Whatever its virtue or its foibles, the Kuomintang has, in its brief span of the last few years, achieved success both from the military and political standpoint. Therefore, a description of the Kuomintang is presented to sketch briefly the history of the political party now in power in China, and which will likely be charged with implementing the industrialization program.

Feudal Discord Features History

The political situation in China to-day is most confused and complex, and is insoluble to the occidental observer. One is inclined to review the immediate events without associating the fact that, since time immemorial, China's history has been one long record of feudal discords and alternations in power, during which the illiterate masses have struggled on, too intent on their effort to wrestle sufficient from the land to sustain life, to participate in these upheavals, except when they were involuntarily involved.

Dr. Sun Yat Sen was one of the leaders of the Chinese revolution of 1911, which swept aside the two-century-old monarchy under the rule of the Manchu dynasty. He had hoped that the revolution would usher in a republic with a democratic constitution. However, ambitious war lords seized power and China was a phantom republic without general central authority. In the early years of the 20th century, when the monarchy was overthrown, there was a strong move for modernization and a revolutionary current in China. This was expressed by such action as the discarding of the classical language and the use of the Pei Hua (spoken language) in text books, the abandonment of the queue, etc. It was at this time, when Chinese resentment ran high against the award to Japan of Shantung territory, that the Kuomintang reorganized in South China and

made rapid development. The new ideology of the Kuomintang was radical in internal matters and anti-imperial in foreign affairs. In 1924, Dr. Sun Yat Sen undertook a complete reorganization of the party on the model of the communistic party in Soviet Russia, and it was speedily revitalized under the Soviet Russian adviser, Borodin, but deep internal divergences existed, and control shifted to groups of peasants who proceeded to confiscate property.

The death of Sun Yat Sen in March, 1925, caused a certain temporary unity within the movement, but the left wing continued in control, and execution of "counter revolutionaries" and confiscation of property continued.

Chiang Kai-shek Elected Leader

The right wing, alarmed at the Russian Communists' influence, elected a young officer, Chiang Kai-shek, to lead their sects. Chiang Kai-shek assumed command of the Nationalist Army and set out in 1926 for Kwangtung to eliminate the armies of the war lords. By the end of that year, the southern important provinces of Hupeh, Hunan and Kiangsi had been conquered. Anti-foreign boycotts were prevalent at this time, especially so against the British, and particularly in Hong Kong. A period of exacerbated nationalism followed, wherein the left made enormous gains, crushing the war lords of Hankow and spreading communistic ideas. Later, in 1926, the Kuomintang established its capital in Hankow.

Increasing radicalism was bitterly opposed by Chiang Kai-shek, and in consequence he was ousted from the party by the communists. However, he gained support of the merchants and bankers of Shanghai district, who were lead by T. V. Soong, and the hostilities of the left were countered by establishing a government in Nanking.

In alliance with northern war lords, a campaign was waged against the communists who, after a series of speedy reverses, lost one area after another, and by the end of 1928, Chiang Kai-shek triumphed completely.

Rich Productive Areas Controlled

Chiang maintained his effective control over the richest and most productive areas of China, whilst other provinces were loosely affiliated. From 1928 to 1931, Chiang experienced a period of disloyalty and wavering alliances, terminating in military revolt. However, he maintained his control and the national unification grew. These conditions continued until the Japanese attack. The political trends and events during the war were nebulous. However, Chiang Kai-shek received the support of the Allied powers.

It is evident the leaders of China to-day realize that the Government must be broadened to enable it to survive the present critical period. Whether the various factions of the resurgent Chinese can be persuaded to accept a compromise is yet to be proved. However ominous and alarming the reports from China may be in this disquietening period of adjustment, it is well to bear in mind that China has for thousands of years followed the tenets of Confucian wisdom. How such can survive in a civilization so fluid as that of China to-day is a matter of conjecture. However, it must be assumed that the Chinese civilization, which still permeates the thought and captivates the imagination of even the most modern Chinese, will finally unite the people into a harmonious whole.

China Larger Than Canada

China consists of 24 provinces covering over 2,900,000 square miles. If Outer China is included, the total is approximately 4,500,000 square miles, or one million more than the area of Canada. This includes Manchuria (Manchukuo), 503,000 square miles; Sikiang (Chinese Turkestan), 600,000 square miles, and Tibet, approximately 460,000 square miles. Though most of China is in the north temperate zone, there is an extreme of climate and temperature to be experienced in this vast continent. North China has a limited rainfall, with typical temperate zone climate and growing season. The rainfall is inadequate, and irrigation is extensively practised.

The central and southern regions enjoy an abundant rainfall, and the growing season lasts nine months, the summers being hot and humid, and the country is prevailingly green. Wherever practicable, it is highly cultivated. It is in this area that the dense centres of population and trade are located; in the fertile valleys of the Yellow river, the Yangtse river, richest and most fertile of all, the Canton district and its adjacent river networks, and the Szechwan province (Red Basin). Of the 24 provinces, many are mountainous, and approximately only one-seventh of the country is cultivable. Many of the mountain ranges are rich in mineral deposits, though to date only those close to transportation, such as the northeast Shantung ranges, have been exploited. There has never been a census of the population taken, but it is generally accepted that the population is approximately 460,000,000. This figure includes 40,000,000 inhabitants of Manchuria. To this total must be added the population of the recently returned areas of Kwantung territory and Taiwan (Formosa). There are no statistics of population available, but it is known that the birth rate is very high, and the population is increasing.

Country Basically Agricultural

More than 70 per cent of the Chinese people live by farming, for China is basically an agricultural country. However, she has the foundation for heavy industry in coal and iron deposits. In the past, political uncertainty, lack of communications and exceptionally high transport costs have kept development down. For many years, China was considered one of the least industrialized nations, though the variety of techniques, learned and practised by the Chinese, was remarkable. There is an excellent reserve of industrial manpower whose adaptability and ready response to training promises well for China's industrial development. In financial resources China is deplorably poor. In per capita income, the country is terribly backward, compared with any of the European countries. Though there is a large class of prosperous merchants, the majority of the population is subjected to dire poverty.

China Rejects Outside Influence

A striking feature of China has been the unity of her civilization. The self-imposed segregation contributed towards this, while her rejection of outside influences and her persistence in absorbing her invaders and conquerors preserved her cultural unity.

Communications throughout China are poor. For centuries the rivers were the only major form of transportation. In a measure this is reflected in the grouping of the population. Up-to-date railways are inadequate, and road systems are both sparse and of poor construction. With such scant communications and the native's attachment to family and communal

life, many dialects exist. However, there has been a decisive move made recently in establishing "Guan Hua", a dialect similar to Mandarin, as the official language.

To-day the Chinese Government owns almost all the railways in China. A considerable percentage of the ships operating on the rivers and coast are Chinese Government-owned, as also are the oil wells and other industrial installations. The large iron and coal deposits of China have been reserved by the Government. It is obvious that the Government aims to keep the key positions in industry and finance. This does not indicate a government collectivistic economic regime, but rather a leadership of a country with an undeveloped and unbalanced economic structure.

Exchange Controls in Malaya To Prevent Exploitation

Importers to be granted U.S. dollars on condition that goods are retailed at a stipulated price in Straits dollars, based on pre-war costs and profits.

By Arthur Wilding, Canadian Government Commercial Agent

Singapore, August 16, 1946.—Exchange controls over Malayan exports and imports will be rigidly enforced, despite an extension of a \$3,750-million loan by the United States to Great Britain. Nelson Jones, financial secretary, explained the significance of this loan in a radio address last night, and declared that exchange control over exports had to remain as rigid as before, "if we are to ensure that we receive the proceeds of those exports and are, therefore, to be in a position to purchase what we require with those proceeds.

"It seems obvious that the control must be effective everywhere in the sterling area, as otherwise capital might be transferred to a territory in the sterling area where the control did not exist, and could be exported from there without compensation to the sterling area."

Control Over Imports Retained

Mr. Nelson pointed out that control over imports had to be retained, in order that "we can know how much of any particular currency we are spending, and to ensure that such spending is in the interests of the general economy of the country, and not in the interests of particular individuals at the expense of the whole community.

"It has been the policy of the Malayan Exchange Control, since the re-establishment of civil government, to allocate, as far as possible, its supply of hard currency for the commodities which will stimulate the revival of Malayan industry.

"Under the easier conditions prevailing now, United States dollars are available for rehabilitation goods, and the policy has recently been adopted of stipulating that goods brought in at the expense of a supply of hard currency shall be sold as cheaply as is reasonable.

"In other words, when application is made for the purchase of, say, American goods, the importer is only granted United States dollar exchange on condition that the goods shall be retailed at a stipulated price in Straits dollars, which price is based on pre-war costs of overhead and handling and profit. It is the object to use this control of foreign exchange to prevent exploitation of the Malayan public."

Australian Industrialists Plan Closer Trade Ties With India

Delegation due in October to furnish information concerning commodities Australia in a position to provide—Eastern Development Corporation being created in Commonwealth to open new avenues of commerce to eastern markets.

Bombay, August 17, 1946 (FTS).—Indian industrialists recently discussed the further development of trade with Australia, Sir Bertram Stevens having visited this country as representative of a corresponding group in Australia. In a reference to these trade talks, *Capital*, an Indian weekly review, said: "Plans have been prepared for the development in Australia of an Eastern Development Corporation, to be owned and controlled by Australian concerns interested in expanding export trade, particularly in Australian manufactures and in the provision of capital equipment. Its objectives will be to provide Australian industrialists with information that will help in forming a correct appreciation of Eastern markets, and to open up new avenues of trade and development. The corporation will promote and develop new enterprises and help and expand existing ones. Australian co-operation in the development of India is intended to find expression in the provision of supplies, semi-fabricated material, sub-assemblies and, where necessary, main assemblies. At a later stage, it will involve the provision of plant, equipment, blueprints, technical skill and advice."

It is proposed that a group of Australian industrialists should visit India in October, consisting of six representatives of industry and a government nominee. This delegation is expected to advise Indian merchants concerning commodities that Australia is in a position to provide.

India's imports from Australia have increased materially, particularly in foodstuffs, metals and machinery, earthenware, china, glass and chemicals. The balance of trade in favour of India contracted from nearly £13 millions in 1943-44 to less than £2 millions in 1944-45.

Portugal Requires Railroad Crossings

Lisbon, August 16, 1946 (FTS).—Tenders for railroad crossings have been called by the Portuguese Ministry of Public Works and Transport, thirty-nine of which are required.

Canadian firms interested in furnishing this equipment should address their tenders to the office of the Canadian Trade Commissioner in Lisbon not later than September 23, 1946, for submission to the Transoceanica Portugal Limitada. Quotations should include a commission of five per cent for these agents.

Blueprints and specifications for these contracts are open for inspection by interested Canadian firms on application to the Department of Trade and Commerce.

Frozen Food Institute Convention

The Frozen Food Institute will hold its sixth annual convention in Boston, Mass., from March 31 to April 4, 1947, announcement to this effect having been made by the New York office. Such matters as legislation, standardization, proper labelling, engineering and processing advances, transportation, and trade ethics, as they pertain to the frozen food industry, will be on the agenda.

Flour May be Shipped to Long List of Selected Countries

Export permits still required for this commodity—Shipments to United Kingdom made for account of British Ministry of Food.

Effective August 17, 1946, flour may be shipped to the following countries, for delivery from mills by September 30, 1946: Aden, Belgian Congo, Belgium, Brazil (North Brazil only), British East Africa, British South Africa (ships' stores only), British West Africa, British West Indies, Canary Islands, Ceylon, China, Colombia, Costa Rica, Cuba, Czechoslovakia, Denmark, Dutch East Indies, Dutch Guiana, Dutch West Indies, Ecuador, Egypt, Eire, Finland, France, French Guiana, French West Africa, French West Indies, Greece, Greenland, Guatemala, Haiti, Honduras, Iceland, India, Italy, Liberia, Madeira-Azores, Mexico, Netherlands, Newfoundland, Nicaragua, Norway, Peru, Philippine Islands, Poland, Portugal, Portuguese Africa, Republic of Panama, St. Pierre-Miquelon, Saudi Arabia, Spain, Sweden, Switzerland, Syria, Venezuela, Virgin Islands, and for U.N.R.R.A.

Quantities of flour to these destinations may be limited by the Canadian Wheat Board, and this list may be modified at any time.

Export permits are still required for all flour shipments. The following information should be typed on the application:—

- (a) Name of mill that grinds flour.
- (b) Date the wheat was converted to the export price with the Board.
- (c) Sale price f.a.s. seaboard loading port.

Exports of flour to the United Kingdom are for the account of the British Ministry of Food.

Hungarian Pengo Disappears, Being Replaced by Gulder

Plans for stabilizing new currency expected to remove nightmare of inflation—Peasants display confidence and deliver produce to the cities—Russia makes concessions on reparations.

After a prolonged inflation, in the course of which it established new records by eclipsing even the performance of the German mark in 1923, the Hungarian pengő disappears from circulation, and its place is taken by the gulder, a new unit to be worth a little less than sixpence. It is to be hoped that the Hungarian Government's plans for stabilizing the new currency will be successful, for only an end of the long nightmare of inflation can make normal life in Hungary possible again and permit that increase in production, which is the country's greatest need.

The gulder is apparently to have a fixed value in terms of gold; and, simultaneously with its introduction, the £8,000,000 worth of Hungarian gold removed from the country towards the end of the war and long detained in the American zone of Austria, has been repatriated to Budapest. This quantity of gold can scarcely by itself suffice as the new currency's backing, but its return has long been one of the main objectives of the Hungarian Government and should be a timely psychological stimulus.

A more important factor in establishing the equilibrium of the new currency may be the concession over reparations recently made to the Hungarian Government by the Russians. The main reason for the inflation was undoubtedly the fact that so large a proportion of Hungarian output, drastically reduced in any case by war damage, has been going on as reparation to Russia, and therefore earning no return for Hungary . . .

Reports from Budapest speak of an optimistic atmosphere. The purchasing power of wage-earners, which the astronomic rise of the pengő had reduced to vanishing point, will be restored. Above all, the peasants appear to have confidence in the new currency and to be delivering their produce to the cities. With food in their shops and hard money in their pockets, and best of all a good harvest just completed, Hungarians can now face the future with more confidence. If recent reports are confirmed that something like a political truce between the rival parties may be expected, and an end to the purgings of individuals and dissolutions of associations that have lately been so prominent a feature of life in Hungary, their confidence will have a chance to grow. They will be able to increase their production, and that is what Hungary, in common with all other European countries, most needs.—*London Times*.

New Zealand Increases Output Of Chemical Fertilizers

Improvement in production follows provision of additional phosphate rock from other countries.

By P. V. McLane, Commercial Secretary for Canada

Auckland, August 14, 1946.—Production of chemical fertilizers in New Zealand in 1944-45 was valued at £1,890,683, as compared with £1,553,289 in 1943-44 and £1,586,480 in 1942-43. The increased output was made possible by an improvement in the volume of phosphate rock available from overseas sources.

Prior to 1941, the principal product of the chemical fertilizer industry had been "straight" superphosphate or mixtures of this containing small percentages of other ingredients. After 1941, in order to spread the available supplies further, the production of serpentine superphosphate, containing approximately 25 per cent of crushed serpentine rock, became general in the North Island works. In the South Island, there was considerable production of basic or reverted superphosphate, containing approximately 10 per cent of crushed limestone.

Value of Materials Exceeds £1,000,000

The total value of materials used in the industry in 1944-45 was £1,107,655. The principal items, with the cost of each, are as follows: rock phosphate, £420,483; sulphur, £258,783; nitrate of soda, £15,550; serpentine rock, £39,198; carbonate of lime, £25,340; potash, £64,879; organic manures, £5,618; and other materials (including bags), £277,804.

Shortly after the outbreak of war, the Government, in furtherance of its policy of stabilizing costs and prices, found it necessary to pay certain subsidies to manufacturers to offset the increased cost of rock phosphate, bags, etc. Since then it has been found necessary to revise these subsidies from time to time.

China Cancels Regulations for Registration of Companies

Time limit for such action also lifted—New Company Law provides for submission of application for admission to Ministry of Economic Affairs.

Regulations governing the registration of foreign companies operating in China and the provision of a time limit for such registration have been cancelled, a communication to this effect having been issued by the Chinese Ministry of Economic Affairs. Foreign companies are advised to comply with provisions of the new company law, however, promulgation of which occurred on April 12, 1946.

All companies organized by foreign merchants, whose head offices are in Chinese territory, shall be organized and apply for registration in accordance with the New Company Law, like Chinese companies. Foreign companies whose head office is not in Chinese territory, but which transact business in Chinese territory, shall not transact business or establish branch offices in Chinese territory without a certificate of authority given after admission.

With the exception of companies which have already applied for registration with the Ministry and had been registered, all such foreign companies will be required to file applications for admission with the Ministry, together with the fees and documents in accordance with provision of the New Company Law relating to admission. After approval and the issue of a certificate, a branch office may at once file an application with the Local Competent Authority for registration and the issue of a licence.

Belize Needs Electrical Equipment

Kingston, Jamaica, August 15, 1946 (FTS).—Belize, British Honduras, is in the market for two 370 K.W. 250-volt D.C. generators, direct connected to a 540 H.P. 4-cycle diesel engine, run in parallel with a 200 K.W. Huston and Hornsby diesel.

When the new generators have been installed, the city is prepared to purchase 200 electric refrigerators for domestic use, adaptable to 230-volt D.C. current, with open units, as well as other electrical appliances operating on direct current.

There is also a demand for magneto wall and desk monotype (not dial) telephones.

Any Canadian manufacturers wishing to undertake all or part of these requirements should communicate direct with T. D. Murphy, electrical superintendent, Belize, British Honduras.

"Britain Can Make It" Exhibition

Design will be featured in the "Britain Can Make It" Exhibition, which opens in the Victoria and Albert Museum, London, on September 24. According to *The Times'* Trade and Engineering Supplement, published in August, this display promises to be a great success, as manufacturers and designers are giving it enthusiastic and practical support. Nearly sixty major industries have arranged to be represented. An effort is being made to impress the world with the fact that British goods can excel in design, as well as in quality.

The exhibition will be open to all kinds of consumer goods, though no space will be sold, and no stands allocated to representatives of individual firms or trade associations. Commodities are to be displayed, either in groups or in a series of rooms, such as bedrooms, living rooms and kitchens. These will be planned and equipped by experts selected by the Council of Industrial Design.

Standards have been set high, and goods will be accepted for the exhibition only if they are considered suitable from the point of view of shape, colour and appearance. Functional efficiency, as this is related to shape and texture, is also a factor in their selection.

Models are divided into two categories: those likely to be in production in five years, based on the logical development of existing designs, and the more imaginative types that may not be in production for ten or twenty years, depending on the development of new substances, processes and techniques.

One section will indicate the manner in which wartime discoveries are being applied to peacetime use. Exhibits, such as rubber chairs that can be deflated and carried in a bag for picnics, damask fibre-glass tablecloths and unbreakable plastic tea trays, which owe their conception to the pilot's seat in Hurricane fighter aircraft and the plexiglass that provided him with wide visibility. These will be shown against a background of Britain's blitzed capital.

Imports Into U.S.A. Under Quota

Washington, D.C., August 15, 1946 (FTS).—Imports from Canada of commodities for which quota provision was made under the Canada-United States Trade Agreement of November, 1938, are indicated in preliminary figures issued by the Treasury Department. The proportion of the quotas used by Canada up to August 3, 1946, is as follows:—

Whole milk—Of the total world quota of 3,000,000 gallons for the calendar year, 6,242 gallons have been used.

Cream—Of the total world quota of 1,500,000 gallons for the calendar year, 1,472 gallons have been used.

Filletted fish, fresh or frozen; cod, haddock, hake, pollock, cusk and rosefish—The world quota of 20,380,724 pounds has been filled.

Seed potatoes—The world quota of 1,500,000 bushels, as from September 15, 1945, has been filled.

White or Irish potatoes, other than seed potatoes—Of the world quota of 1,000,000 bushels, as from September 15, 1945, imports from Canada totalled 17,890 bushels.

Red cedar shingles—Of the world quota of 1,396,423 squares for the calendar year, imports from Canada totalled 818,877 squares, or 58.6 per cent.

Silver or black foxes—Of the Canadian quota of 70,000, as from December 1, 1945, imports from Canada totalled 30,115 foxes valued at \$250 each and whole furs and skins between December 1, 1945, and April 30, 1946. The quota for all countries from May 1, 1946, to November 30, 1946, was set at 67,012, of which a total of 20,693 foxes have been imported since the 1st of May. There is no indication, however, of the proportion originating in Canada.

Tails—The quota is 5,000 pieces for the year, commencing on December 1, 1945.

Reductions in duty from the 1930 Tariff Act were published in the *Commercial Intelligence Journal* on July 13, 1946.

H.M.C.S. Brantford and Armour Plate Feature War Surpluses

Corvette, at Shelburne, N.S., available for purchase at \$50,000—Large quantities of anti-gas equipment being offered for sale—Electric mine hoists and air compressors also declared surplus.

H.M.C.S. *Brantford*, a corvette of the "Flower" class that rendered distinguished service in the Royal Canadian Navy, has now been declared surplus, and is being offered for sale by the War Assets Corporation for \$50,000. Built in 1941 and presently located at Shelburne, N.S., this vessel has an overall length of 205 feet 1 inch, a beam of 33 feet 1 inch and a draught of 13 feet 5 inches. Her displacement is 1,085 tons. Of riveted steel construction, she is powered with a four-crank, triple-expansion steam engine, developing 2,750 I.H.P., which provides the ship with a maximum speed of 16 knots.

Armour Plate Available

Bids are invited by the Export Sales Division on 258 tons of armour plate, mostly $\frac{3}{8}$ -inch, 42 tons of bullet-proof plate, and 1,783 tons of bulb angles, all in various sizes. This material is located at Vancouver.

Locomotives and Flat Cars for Sale

Twelve gasoline-driven locomotives and seventy-two flat cars, all 36-inch gauge, are being offered for sale. Eight of the locomotives are in good condition, though without batteries, while the flat cars are of light construction, without brakes. This equipment would be suitable for industrial use.

Anti-Gas Equipment for Disposal

Large quantities of anti-gas equipment are available at prices to be negotiated. This includes oilskin clothing, such as jackets, trousers, gloves, overmittens, overboots, capes, etc., bleach powder, ointment, detectors, signs, gasproof paper racks, respirators and haversacks.

Mine Hoists Are Surplus

Ten large electric mine hoists are offered for sale. They are presently incomplete, but could be assembled and made available at attractive prices with initial delivery in four months. The maximum shaft depth varies up to 3,300 feet, and the cable pull up to 45,000 pounds. Cable speeds are variously 886 f.p.m., 1,500 f.p.m., and 1,445 f.p.m. The electric motors are three-phase, 50-cycle, 6,000 volts, delivering variously 500 h.p., 600 h.p. and 1,200 h.p.

Air Compressors Suitable for Mines

Enquiries are invited for 42 large air compressors, class XVH-2, built by the Canadian Ingersoll-Rand Company, Limited. They are complete with electric motors, 6,000-volt, 3-phase, 50-cycle, and are considered suitable for mining purposes. Ten of these are of 300 h.p., 1,580 c.f.m.; 14 of 522 h.p., 2,815 c.f.m.; and 18 of 640 h.p., 3,330 c.f.m. All are boxed for export and located at the dockside in Vancouver.

Soya Bean Flour For Sale

Some 680 tons of soya bean flour, in 100-pound new cotton bags, are available in Vancouver at 6½ cents a pound. The approximate percentage analysis is: Protein, 41; carbohydrates, 23; fat, 21; moisture, 6; minerals, 4.6; and fibre, 2.3.

Applications should be submitted to the Export Sales Division, War Assets Corporation, No. 4 Temporary Building, Ottawa. All prices quoted are on an "as is, where is" basis, while offerings are subject to prior sale or withdrawal.

Postal Information

New Postal Meter Machine

Attention is directed by the Post Office Department to its approval of the Commercial Controls Postal Meter Machine for the prepayment of mail. Applications for permission to use this machine should be forwarded to the Department.

U.S. Removes Parcel Post Restrictions

The United States Post Office Department has announced that restrictions on parcel post shipments to other countries have been withdrawn. This ruling applies equally to mailings in Canada for despatch via the United States.

Service To Austria Resumed

Effective immediately, parcel post service to Austria is resumed, subject to the following conditions:—

Gift parcels:—

The total weight of a parcel must not exceed 11 pounds.

The total value of the contents of a parcel must not exceed \$25.

Parcels cannot be insured.

The sending of parcels is limited to private citizens and must not be undertaken by relief organizations and others.

The naming of addressees other than the known ultimate addressee for the purpose of evading the limitations of the service is prohibited.

No one sender may send more than two parcels per week, each of which must be to different addresses.

The parcels are restricted to gifts addressed to private individuals and must not include commercial shipments.

The contents are to be listed in detail on the covering Customs Declarations.

Senders are advised to endorse the wrapper of each parcel—"Gift Parcel".

Attention is particularly directed to the fact that the acceptance of a parcel by the Canadian Post Office does not affect the liability of its contents to customs or other charges in Austria.

Certain articles of value, such as new wearing apparel, may be subject to import restrictions in the country of destination, however, and senders would be well advised to ascertain from the addressee whether the articles they intend to send to relatives and friends would be exempt from such restrictions.

Commercial parcels may be forwarded to Austria at the same rates applicable to gift parcels, commencing with 85 cents for the first pound.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

97. **Switzerland**—Canuck Limited—Windsor House, Zurich, specializing in representation on a commission basis of Canadian manufactures, is interested in the Swiss and Southern European markets and desirous of undertaking additional agencies.

Their principal, J. C. de Lengerke, will be at the Chateau Laurier, Ottawa, until September 8.

98. **Ireland**—Riddel & Son, Limited, 87-91 Ann St., Belfast, Northern Ireland, are interested in obtaining Canadian sources of supply of hand tools with a view to import.

99. **Panama**—P. W. Baumgardner, president, Electric Service Company, P.O. Box 676, Panama, importers and contractors, has expressed a wish for Canadian firms interested in the following products to communicate with him: Conduits, steel rigid, for electrical wiring; copper wire and cable, insulated wire, electric wiring devices, electric household appliances, including electric washing machines and electric refrigerators; light bulbs and fluorescent lighting.

Mr. Baumgardner, who is an American electrical dealer and contractor, has been in business since 1932.

100. **Bolivia**—Manufacturers' Representatives Co., Casilla 543, La Paz, Bolivia. This firm, well reported on, has expressed interest in receiving quotations from Canadian manufacturers of the following: Steel office furniture; electric home appliances, such as refrigerators, stoves, washing machines, dishwashers, vacuum cleaners, irons, floor polishing machines, etc.; sanitary fixtures, such as bath tubs, lavatories, closets, etc. File: C.E. 239.

101. **Chile**—Braun & Braun Limitada, Casilla 1598, Santiago, Chile. This firm, well reported on, has expressed interest in acting as importers or representatives of the following Canadian products: Paper in general: fancy, bookbinding, cellophane, print, waxed, etc.; bookbinding material; pergamoid, artificial leather; rubber hoses for gardens; tools for carpenters, plumbers, etc.; lathes; hardware in general; cutlery; steel products; penknives, scissors, etc., similar to those manufactured in Sheffield, England; heavy chemical products used for industrial purposes, such as minium, zinc oxide, caustic soda, etc.; synthetic rubber and natural rubber used in the manufacture of rubber products; shaping machines; circular saws; winches, drills; all types of machinery employed to work wood. File: C.E. 249.

Market for Tools in Rhodesia

Johannesburg, August 17, 1946 (FTS).—An acute shortage has developed in Northern Rhodesia of saws (hand and tenon), trowels, augers, bits, chisels, gouges, spoke shaves, braces, metal planes and wooden handles. A notice to this effect has been published in the Northern Rhodesia Government *Gazette*.

Canadian firms interested in securing a market for these items in Northern Rhodesia should communicate with the Commercial Counsellor for Canada, P.O. Box 715, this city.

Trade and Tariff Regulations

Deletions from Export Permit List

Effective August 27, 1946, the following items were deleted from Group 1 of the Export Control Schedule of Commodities. Export permits will no longer be required in effecting shipments of these items:—

Certified seed potatoes
Dried or dehydrated soups and vegetables
Horseradish
Mustard, prepared and ground
Vinegar
Yeast, n.o.p.

Field crops and vegetable seeds:—

Asparagus
Beans (garden)
Beet
Borecole or kale
Broccoli (sprouting)
Brome grass
Brussels sprouts
Cabbage
Carrot
Cauliflower
Celeriac
Celery
Chewing's Fescue
Citron
Clover, sweet
Corn (garden)
Creeping Red Fescue
Cress
Crested Dog's Tail
Crested wheat grass
Cucumber
Egg plant
Endive
Kohlrabbi
Leek
Lettuce
Mangel
Meadow fescue
Millet
Muskmelon
Mustard

Spices:—

Allspice
Cloves
Coriander seed
Cumin seed

Onion
Onion sets
Orchard grass
Parsley
Parsnip
Peas (garden)
Pepper
Pumpkin
Radish
Red Top
Reed canary grass
Rough stock meadow grass
Rye grass
Salsify
Sorghum
Spinach
Squash
Sudan grass
Sugar beet
Swede
Swiss chard
Tall oat grass
Timothy
Tomato
Turnip
Vegetable marrow
Vetch
Watermelon
Slender wheat grass
Western rye grass

Fennel seed
Ginger
Turmeric

Brazilian Cruzeiro Again Devalued

Rio de Janeiro, August 19, 1946 (FTS).—The selling rate on the United States dollar was to-day reduced from 18·96 to 18·72 cruzeiros, and the buying rate from 18·74 to 18·50 cruzeiros.

Restrictions on Periodicals Renewed

London, August 21, 1946 (FTS).—Imports of periodicals and magazines from countries within the British Commonwealth of Nations will be subject to the normal import licensing regulations, effective August 20, 1946, whereby separate licences will be required for individual transactions. The Import Licensing Department of the British Board of Trade has announced an amendment to the Open General Licence granted to importers on May 21, 1946, excluding periodicals and magazines consigned to Great Britain from any part of the British Commonwealth.

(Ed.—The Board of Trade announced that, as from December 1, 1945, an open general licence would be granted for the importation from the British Empire of books, printed, and other printed matter for reading purposes, music, catalogues, trade lists, advertising material, manuscripts, typescripts and like products of duplicating machines. This enabled such items to be imported without a separate licence. An amendment to this order was issued on May 21, 1946, which had the effect of excluding all these items, with the exception of periodicals, magazines and the like, except under separate licences. Conditions prevailing before last December have thus been resumed in their entirety.)

U.K. Lifts Controls for Aluminum

London, August 15, 1946 (FTS).—Effective August 1, the British Government has removed wartime controls from the purchase of aluminum and light alloys.

As the Ministry of Supply has made a contract for the purchase of 215,000 metric tons of virgin aluminum from Canada during the years 1946-47, it will continue to be the sole buyer and seller of this material.

The Ministry of Supply is also cancelling directions previously issued to the light alloy industry, requiring the segregation of light alloy scrap into various categories, and the preparation of statistical returns. Arrangements have been made for statistics to be furnished on a voluntary basis by the industry, and totals will be issued monthly by the Ministry of Supply for publication in the trade press.

India Relaxing Import Controls

Bombay, August 17, 1946 (FTS).—Import controls are being progressively reduced by the Government of India, in order that necessary raw materials may be made available and the demands of consumers may be met. Importers are requested to make fresh applications for licences, treating old correspondence as closed, as it is considered this procedure will save time that might otherwise be needlessly spent in tracing old records.

Items to be freely licensed include: Writing paper, printing paper, other than newsprint and paper not otherwise specified, wrapping paper, old newspapers in bags and bales, stearin, tallow, vegetable non-essential oils, saccharine, essential oils, hides and skins, raw silk, artificial silk yarn and thread, cotton twist and yarn, second-hand clothing, umbrellas, typewriters and parts, domestic sewing machines and parts, artificial teeth, clocks and watches, synthetic stones, zip fasteners and fountain pens.

New Zealand Lifts Import Controls

Auckland, August 15, 1946 (FTS).—Amendments to the Import Licensing Schedule for the 1946 period have been announced by the New Zealand Customs Department for the following commodities:

Matches may be imported from any source, up to 150 per cent of the value of the imports by applicants from all sources in 1938, licences being issued for the 1947 period, and available for imports during the current calendar year.

Paint brushes, formerly prohibited, may now be imported from British sources, including Canada, up to 50 per cent of the value of imports of similar goods from all sources in 1943.

Licences issued for hot-water bags from the United Kingdom may now be used for imports from Canada.

The existing allocation of greaseproof paper, the entry of which has been permitted from the United Kingdom, Canada or Sweden, has been changed from 25 per cent of the 1940 imports from all sources to 150 per cent of the 1943 imports from any source.

The allocation for sensitized surfaces and albuminized plain paper from "other British countries", which include Canada, has been increased from 100 per cent of 1945 licences to 50 per cent of the value of the imports by applicants for such goods from the same source in 1939. This does not include postcards or other stationery, with the exception of that required by professional photographers, for plain printing and for X-ray work.

Sheepskin Controls Continued

Auckland, August 13, 1946.—Controls on woolly sheepskins will be continued for at least several months, according to an announcement by the Minister of Agriculture in New Zealand. This decision is based on that of the United Kingdom to continue the wool standstill agreement until September 30, when auctions commence, together with regulations governing ceilings on pickled pelts and supplies required for local manufacturers.

New Chemical Industries in India

Bombay, August 17, 1946 (FTS).—According to the Journal of the Indian Merchants Chamber, published monthly in Bombay, the following industries came into being during the war: Caustic soda, 4,500 tons per annum; bleaching powder, 7,500 tons; liquid chlorine, 1,800 tons; soda ash and sodium bicarbonate, 7,500 tons and 1,500 tons respectively; potassium chlorate, 1,600 tons; sodium sulphate, 3,000 tons; bichromates, 5,000 tons; chromic acid, 100 tons; acetone, 800 tons; oxalic acid, 100 tons; and sodium thiosulphate, 1,000 tons.

Large Housing Loan in Sweden

A Government fund of over 400 million kronor (almost \$100 million) has been appropriated for housing loans. The program aims at the construction of two- and three-room apartments in multiple-family houses, the repair and reconstruction of older dwellings, and the reduction in rents to about 20 per cent of the income of an industrial worker. Municipalities may borrow up to 100 per cent, co-operative organizations up to 95 per cent, and private persons up to 85 per cent of the building costs.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Belleville—Chamber of Commerce.
Edmonton—Can. Manufacturers'

Association.

Fredericton—Board of Trade.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Kentville—Board of Trade.

Kingston—Chamber of Commerce.

Kitchener—Chamber of Commerce.

London—Chamber of Commerce.

Montreal—Montreal Board of Trade.

Quebec City—Board of Trade.

Renfrew—Board of Trade.

Saint John—Board of Trade.

Toronto—Can. Manufacturers'

Association.

Vancouver—Can. Manufacturers'

Association.

Victoria—Dept. of Trade and Industry.

Welland—Board of Trade.

Windsor—Chamber of Commerce.

Winnipeg—Can. Manufacturers'

Association.

C. Blair Birkett, who has spent the last six years in New Zealand as trade commissioner, recently returned and commenced his tour in Ottawa on July 8. He has been appointed trade commissioner at Guatemala City, where he will open a new office in the near future.

K. F. Noble, formerly trade commissioner at Melbourne, where his territory included the States of Victoria, South Australia, Western Australia and Tasmania, commenced his Canadian tour in Ottawa on August 22. On the conclusion of his tour, Mr. Noble will take up the post of trade commissioner at Hong Kong.

Paul Sykes, who has recently returned from Bombay, India, commenced his tour at Kingston, Ont., on July 15. His territory included Burma and Ceylon.



M. J. Vechsler, formerly trade commissioner in Chile, will continue his Canadian tour in Edmonton on September 5. He has been appointed trade commissioner at Liverpool, where his territory will include the Midlands, the North of England and Wales. Mr. Vechsler will take up this post on the conclusion of his tour.

H. L. Brown recently returned from Johannesburg, South Africa, where he was trade commissioner, began his Canadian tour in Toronto on July 15. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo.

Their itineraries are as follows—

H. L. Brown

(Recently Trade Commissioner at Johannesburg)

Saint John—September 2-3.
Fredericton—September 4.

Montreal—September 5-19.
Ottawa—September 19-21.

K. F. Noble

(Appointed Trade Commissioner at Hong Kong)

Saint John—September 3-4.
Halifax—September 5.
Quebec City—September 7-9.
Montreal—September 10-23.
Granby—September 24.
Ottawa—September 25.
Renfrew—September 26.
Kingston—September 27.

Belleville—September 28.
Toronto—September 30-October 12.
Hamilton—October 14-15.
Welland—October 16.
London—October 18.
Windsor—October 19-21.
Kitchener—October 23.

Paul Sykes

(Recently Trade Commissioner at Bombay)

Saint John—September 10.
Black's Harbour—September 11.

Halifax—September 13.
Kentville—September 14.

M. J. Vechsler

(Appointed Trade Commissioner at Liverpool)

Edmonton—September 5.
Vancouver—September 7-17.
Victoria—September 18-19.

Winnipeg—September 22.
Ottawa—September 25.

Birds and Prize Dogs Arrive From U.K.

Nine birds and eight valuable dogs arrived in Montreal last week from London aboard the Canadian Pacific cargo liner *Beaverdell*. The canines, which included one valued at over \$4,000, comprised four champion bulldogs, a cocker spaniel and three Welsh corgis, squat, short-haired, terrier-like animals, valued at over \$1,000. The bulldogs were destined to Duncan, B.C., the corgis to North Hatley, Que., and the cocker spaniel to Abbotsford, B.C. The birds included seven canaries, destined to Windsor, Ont., and two racing pigeons, being shipped to Calumet City, Illinois.

All-India Film Federation Planned

Bombay, August 17, 1946 (FTS).—Formation of an All-India Film Federation will be considered at a conference of representatives of the motion picture industry, which is scheduled to take place in Bombay on August 26, under the auspices of the Motion Picture Society of India. Consideration will be given to "the threatened invasion of the Indian film industry by foreign film interests", the settlement of disputes and development of the industry.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the sailing date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the company or agent indicated.

Departures from Montreal

* Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator
Africa-East— Lourenco Marques...	September 15	<i>Cottrell</i>	Elder Dempster
Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban.....	Aug. 27—Sept. 3 Aug. 25—Sept. 5 September 2-9 September 15	<i>Chandler</i> <i>Oceanside</i> <i>Lakeside Park</i> <i>Cottrell</i>	Elder Dempster Montreal Shipping Montreal Shipping Elder Dempster
Argentina— Buenos Aires..... Buenos Aires..... Buenos Aires.....	Aug. 28—Sept. 2 Aug. 28—Sept. 2 September 15-20	<i>Sweepstakes</i> <i>Port Columbia</i> <i>Port Panmure</i>	Montreal Shipping Furness Withy Furness Withy
Australia— Brisbane..... Sydney..... Melbourne..... Brisbane..... Sydney..... Geelong..... Melbourne..... Adelaide.....	September 7 September 25	<i>Port Campbell</i> <i>Kaipooki</i>	M.A.N.Z. Line M.A.N.Z. Line
Belgium— Antwerp..... Antwerp..... Antwerp..... Antwerp..... Antwerp..... Antwerp..... Antwerp.....	September 1 September 7-14 September 20 September 20-25 September 20 September 28 October 10	<i>Harpefjell</i> <i>Marchport</i> <i>Carmelfjell</i> <i>Mont Clair</i> <i>Grey County</i> <i>Flint 2</i> <i>Grey County</i>	Brock Shipping Montreal Shipping Brock Shipping Montreal Shipping County Line County Line County Line

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator
Brazil—			
Rio de Janeiro.....	Aug. 28—Sept. 2	<i>Fort Columbia</i>	Furness Withy
Santos.....	Aug. 28—Sept. 2	<i>Sweepstakes</i>	Montreal Shipping
	September 15-20	<i>Fort Panmure</i>	Furness Withy
Br. Honduras—			
Belize.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
China—			
Shanghai.....	September 24	<i>City of Yokohama</i>	McLean Kennedy
Colombia—			
Barranquilla.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Costa Rica—			
Port Limon.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Cuba—			
Havana.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Curaçao.		A Ship	Saguenay Terminals
Egypt—			
Alexandria.....		A Ship	McLean Kennedy
Port Said.....			
Eire—			
Dublin.....	September 16	<i>Irish Larch</i>	Shipping Limited
Dublin.....	September 20-24	<i>Lord Glentoran</i>	Head Line
France			
Channel Ports.....	September 3-7	* <i>Fort Orleans</i>	Montreal Shipping
Germany—			
Hamburg.....	September 7-14	<i>Marchport</i>	Montreal Shipping
Hamburg.....	September 20-25	<i>Mont Clair</i>	Montreal Shipping
Guatemala—			
Puerto Barrios.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Greece—			
Piraeus.....	Aug. 26—Sept. 3	<i>Mount Sandra</i>	Montreal Shipping
Holland—			
Rotterdam.....	September 1	<i>Harpefjell</i>	Brock Shipping
Rotterdam.....	September 7-14	<i>Marchport</i>	Montreal Shipping
Rotterdam.....	September 20-25	<i>Mont Clair</i>	Montreal Shipping
Rotterdam.....	September 20	<i>Grey County</i>	County Line
Rotterdam.....	September 20	<i>Carmelfjell</i>	Brock Shipping
Rotterdam.....	September 28	<i>Flint 2</i>	County Line
Rotterdam.....	October 10	<i>Grey County</i>	County Line
Honduras—			
La Ceiba.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Hong Kong.....	September 24	<i>City of Yokohama</i>	McLean Kennedy
India—			
Karachi.....		A Ship	McLean Kennedy
Bombay.....			
Madras.....			
Calcutta.....			
Mediterranean—			
Central Area.....		A Ship	McLean Kennedy
Central Area.....	Aug. 25—Sept. 3	<i>Mont Gaspe</i>	Montreal Shipping
Central Area.....	September 1-10	<i>Oceanside</i>	Montreal Shipping
Central Area.....	Aug. 26—Sept. 3	<i>Mount Sandra</i>	Montreal Shipping
Central Area.....	September 7-14	<i>Fort Yukon</i>	Montreal Shipping
Mexico—			
Vera Cruz.....		A Ship	Canadian National
Newfoundland—			
St. John's.....	September 8-10	<i>Blue Peter II</i>	Montreal Shipping
Corner Brook.....	September 7-9	<i>Keydon</i>	Clarke Steamships

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator
New Zealand—			
Auckland.....	September 7 September 20	<i>Kaikoura</i> <i>Port Saint John</i>	M.A.N.Z. Line M.A.N.Z. Line
Wellington.....			
Lyttleton.....			
Dunedin.....			
Northern Ireland—			
Belfast.....	September 2-6	<i>Lord O'Neill</i> <i>Torr Head</i>	McLean Kennedy
Belfast.....	September 28		McLean Kennedy
Panama—			
Cristobal.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Philippines—			
Manila.....	September 24	<i>City of Yokohama</i>	McLean Kennedy
Puerto Rico—			
San Juan.....	.....	A Ship	Saguenay Terminals
San Domingo—			
Ciudad Trujillo.....	.....	A Ship	Saguenay Terminals
Scandinavia—			
Baltic Ports.....	September 9-14	<i>Sparreholm</i> <i>Svanefjell</i> <i>Stegholm</i>	Swed. Amer. Mexico
Baltic Ports.....	September 18		Brock Shipping
Baltic Ports.....	Sept. 30—Oct. 3		Swed. Amer. Mexico
United Kingdom—			
Avonmouth.....	September 4-7	<i>Pacific Exporter</i> <i>Delilian</i>	Furness Withy
Avonmouth.....	September 7-14		Donaldson Atlantic
Bristol.....	September 4-7	<i>Pacific Exporter</i>	Furness Withy
Glasgow.....	Aug. 28—Sept. 4	<i>Norwegian</i> <i>Delilian</i> <i>Salacia</i>	Donaldson Atlantic
Glasgow.....	September 7-14		Donaldson Atlantic
Glasgow.....	September 17-23		Donaldson Atlantic
Hull.....	September 2-6	<i>Samdel</i>	McLean Kennedy
Leith.....	September 14	<i>Cairnavon</i>	Cairn-Thomson Line
Liverpool.....	September 2-6	<i>Lord O'Neill</i> <i>Cavina</i> <i>Beaverburn</i> <i>Lord Glentoran</i> <i>Torr Head</i> <i>Valacia</i>	McLean Kennedy
Liverpool.....	September 2-7		Cunard White Star
Liverpool.....	September 2-7		Canadian Pacific
Liverpool.....	September 20-24		Head Line
Liverpool.....	September 28		McLean Kennedy
Liverpool.....	October 4-11		Cunard White Star
London.....	September 1		Brock Shipping
London.....	Aug. 29—Sept. 4	<i>Harpefjell</i> <i>Fort Miami</i> <i>Beaverghen</i> <i>Beaverdell</i> <i>Fort Spokane</i> <i>Elysia</i> <i>Tortuguero</i> <i>Beaverford</i> <i>Carmelfjell</i> <i>Bayano</i> <i>Beaverdell</i> <i>Beaverghen</i>	Cunard White Star
London.....	Aug. 30—Sept. 3		Canadian Pacific
London.....	September 1		Canadian Pacific
London.....	September 2-9		Cunard White Star
London.....	September 5-10		Canadian Pacific
London.....	September 10-14		Canadian Pacific
London.....	September 10-14		Canadian Pacific
London.....	September 20		Brock Shipping
London.....	September 20-26		Cunard White Star
London.....	October 6		Canadian Pacific
London.....	October 14		Canadian Pacific
Manchester.....	September 4-7	<i>Manchester Shipper</i> <i>Manchester Progress</i> <i>Manchester Commerce</i>	Furness Withy
Manchester.....	September 5		Furness Withy
Manchester.....	September 4-11		Furness Withy
Newcastle.....	September 14	<i>Cairnavon</i>	Cairn Thompson
Uruguay—			
Montevideo.....	Aug. 28—Sept. 2	<i>Fort Columbia</i> <i>Sweepstakes</i> <i>Fort Panmure</i>	Furness Withy
Montevideo.....	Aug. 28—Sept. 2		Montreal Shipping
Montevideo.....	September 15-20		Furness Withy
Venezuela—			
La Guaira.....	Aug. 30—Sept. 4	<i>Beresford Park</i>	Saguenay Terminals
Maracaibo.....			

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator
West Indies—			
Antigua.....	Aug. 28—Sept. 5	<i>Alcoa Pointer</i>	Alcoa Steamships
Antigua.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Antigua.....	September 18-23	* <i>Chomedy</i>	Canadian National
Antigua.....	October 20-25	* <i>Colborne</i>	Canadian National
Barbados.....	Aug. 28—Sept. 5	<i>Alcoa Pointer</i>	Alcoa Steamships
Barbados.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Barbados.....	September 18-23	* <i>Chomedy</i>	Canadian National
Barbados.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Barbados.....	October 20-25	* <i>Colborne</i>	Canadian National
Bermuda.....	Aug. 28—Sept. 5	<i>Alcoa Pointer</i>	Alcoa Steamships
Bermuda.....	September 3-6	<i>Fort Townshend</i>	Furness Red Cross
Bermuda.....	September 4-9	* <i>Canadian Observer</i>	Canadian National
Bermuda.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Bermuda.....	September 25-29	* <i>Cartier Park</i>	Canadian National
Bermuda.....	October 3-7	* <i>Maisonnette Park</i>	Canadian National
Bermuda.....	October 20-24	* <i>Canadian Observer</i>	Canadian National
Br. Guiana.....	Aug. 28—Sept. 5	<i>Alcoa Pointer</i>	Alcoa Steamships
Br. Guiana.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Br. Guiana.....	September 18-23	* <i>Chomedy</i>	Canadian National
Br. Guiana.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Br. Guiana.....	October 20-25	* <i>Colborne</i>	Canadian National
Dominica.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Dominica.....	October 20-25	* <i>Colborne</i>	Canadian National
Grenada.....	Aug. 28—Sept. 5	<i>Alcoa Pointer</i>	Alcoa Steamships
Grenada.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Grenada.....	September 18-23	* <i>Chomedy</i>	Canadian National
Grenada.....	October 20-25	* <i>Colborne</i>	Canadian National
Jamaica.....	September 4-9	* <i>Canadian Observer</i>	Canadian National
Jamaica.....	September 25-29	* <i>Cartier Park</i>	Canadian National
Jamaica.....	October 3-7	* <i>Maisonnette Park</i>	Canadian National
Jamaica.....	October 20-24	* <i>Canadian Observer</i>	Canadian National
Montserrat.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Montserrat.....	October 20-25	* <i>Colborne</i>	Canadian National
Nassau.....	September 4-9	* <i>Canadian Observer</i>	Canadian National
Nassau.....	September 25-29	* <i>Cartier Park</i>	Canadian National
Nassau.....	October 3-7	* <i>Maisonnette Park</i>	Canadian National
Nassau.....	October 20-24	* <i>Canadian Observer</i>	Canadian National
St. Kitts.....	Aug. 28—Sept. 5	<i>Alcoa Pointer</i>	Alcoa Steamships
St. Kitts.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Kitts.....	September 18-23	* <i>Chomedy</i>	Canadian National
St. Kitts.....	October 20-25	* <i>Colborne</i>	Canadian National
St. Lucia.....	Aug. 28—Sept. 5	<i>Alcoa Pointer</i>	Alcoa Steamships
St. Lucia.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Lucia.....	September 27-30	* <i>Lorne Park</i>	Canadian National
St. Lucia.....	October 20-25	* <i>Colborne</i>	Canadian National
St. Vincent.....	Aug. 28—Sept. 5	<i>Alcoa Pointer</i>	Alcoa Steamships
St. Vincent.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Vincent.....	September 27-30	* <i>Lorne Park</i>	Canadian National
St. Vincent.....	October 20-25	* <i>Colborne</i>	Canadian National
Trinidad.....	Aug. 28—Sept. 5	<i>Alcoa Pointer</i>	Alcoa Steamships
Trinidad.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Trinidad.....	September 18-23	* <i>Chomedy</i>	Canadian National
Trinidad.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Trinidad.....	October 20-25	* <i>Colborne</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the above table, the following departures are listed by operators:—

Destination	Loading Date	Vessel	Operator
Iceland— Reykjavik.....	September 1	<i>True Knot</i>	F. K. Warren Ltd.
Newfoundland— St. John's..... St. John's..... Corner Brook.....	September 1-3 September 13-16 September 3-5	<i>Savoy</i> <i>Fort Amherst</i> <i>Iceland Connector</i>	Newfoundland Can. SS. Furness Red Cross Clarke Steamships
United Kingdom— Southampton.....	September 7	<i>Aquitania</i>	Cunard White Star

Departures from Vancouver

Destination	Loading Date	Vessel	Operator
Africa— Cape Town..... Port Elizabeth..... East London..... Durban..... Lourenco Marques.....	September 5 September 15 Late September	<i>Junecrest</i> <i>Limburg</i> <i>Lloydcrest</i>	Dingwall Cotts Dingwall Cotts Dingwall Cotts
Argentina— Buenos Aires..... Buenos Aires.....	Late September November	<i>Heranger</i> <i>Hardanger</i>	Empire Shipping Empire Shipping
Australia— Brisbane..... Sydney..... Melbourne..... Hobart..... Melbourne..... Sydney..... Melbourne..... Sydney.....	September 6 September 25 September 30 Late September October 23 September 25 October 10	<i>Barranduna</i> <i>Wairuna</i> <i>Boogabilla</i> <i>Rabaul</i> <i>Boolongena</i> <i>Wairuna</i> <i>Waitemata</i>	Empire Shipping Canadian Australasian Empire Shipping W. R. Carpenter Empire Shipping Canadian Australasian Canadian Australasian
Belgium— Antwerp.....	Late September	<i>Argentina</i>	Gardner Johnson
Burma— Rangoon.....	September 8	<i>Poelau Laut</i>	Dingwall Cotts
China— Shanghai..... Shanghai..... Shanghai..... Tsingtao.....	Late September September 10 September 1 September 12 October	<i>Winnipegosis Park</i> <i>Green Gables Park</i> <i>Lake Sicamous</i> <i>Lake Nipigon</i> <i>Vingnes</i>	Seaboard Shipping Anglo Canadian Anglo Canadian Empire Shipping Empire Shipping
Hawaii— Honolulu.....	September 9	<i>Sea Skimmer</i>	Dingwall Cotts
Holland— Rotterdam.....	Late September	<i>Argentina</i>	Gardner Johnson
Hong Kong.....		A Ship	Canadian Blue Star
India— Calcutta.....	September 8	<i>Poelau Laut</i>	Dingwall Cotts
Mediterranean— Central Area.....	Early September	A Ship	Empire Shipping
Mexico.....		A Ship	Johnston Walton

Departures from Vancouver—*Con.*

Destination	Loading Date	Vessel	Operator
Netherlands East Indies	September 8	<i>Poelau Laut</i>	Dingwall Cotts
New Zealand— Auckland..... Wellington.....	September 25 October 10	<i>Wairuna</i> <i>Waitemata</i>	Canadian Australasian Canadian Australasian
Philippines— Manila.....	September 8	<i>Poelau Laut</i>	Dingwall Cotts
South Africa	Early September September 10	<i>Limburg</i> <i>Mission Park</i>	Dingwall Cotts Canadian Transport
South America— East Coast.....		A Ship	Balfour Guthrie
South Sea Islands— Lautoka..... Pepeeete..... Rarontonga.....	September 25 October 10	<i>Wairuna</i> <i>Waitemata</i>	Canadian Australasian Canadian Australasian
Sweden		A Ship	Gardner Johnson
United Kingdom	September	A Ship	Royal Mail Lines
West Indies— Jamaica.....	Late September	<i>Magister</i>	Canada Shipping

Shipments to Dutch West Indies

The Netherlands Purchasing Commission advises that Canadian exporters may apply for shipping space to Guy Tombs, Limited, 1103 Beaver Hall Hill, Montreal, when making shipments to the Netherlands West Indies and Surinam. This announcement amends that made in the *Commercial Intelligence Journal* on July 20, under "Summary of Procedure Governing Shipments to Foreign Countries", to the effect that application should be made to Funch, Edye and Company, New York, for shipping space.

Frozen Fish Features Cargo

Frozen fish forms a large part of the cargo eastbound across the Atlantic in the Canadian Pacific freighter *Beaverdell*, which sailed from Montreal last Sunday. A total of 2,376 tons, loaded in St. John's, Newfoundland, has been purchased by the British Ministry of Food for the British Occupation Zone, in Germany, and will be discharged in Hamburg. A consignment of 125 tons of frozen Gaspé fillets was taken aboard in Montreal for shipment to London.

Air Safety Device Installed

A new invention expected to increase the safety of air travel has been developed here and installed on the planes of the Swedish commercial air lines. It consists of a "fault detector," which quickly indicates imperfections in the engine, even before ordinary instruments show any reaction. It is a small steel pin, placed in a metal cylinder, attached to the battery of the plane and connected with a warning bulb on the instrument panel. Exhaustively tested, the new "detector" is said to function unfailingly.—*American-Swedish News Exchange.*

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in respect of shipments to countries in non-sterling areas, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations August 19	Nominal Quotations August 26
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2475	.2470
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0534	.0541
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2084
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3770	.3770
Netherlands East Indies.....	Florin	....	.3770	.3770
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2785	.2785
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0077	.0077
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5983).

Commodity Officers—

Foods—

Live stock and products, fish and products, H. A. Gilbert (2380).

Plants and products, G. F. Clingan (7523).

Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals—

Iron and steel products, T. S. Walsh (4082).

Non-ferrous metals and non-metallic minerals, A. M. Tedford (4160).

Chemicals and allied products, S. G. Barclay (7886).

Machinery and industrial equipment, C. J. Gardner (4082).

Electrical machinery and equipment, A. S. MacRae (7601).

Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber—

Textiles and apparel, G. R. Poley and J. U. Curtis (3004).

Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper—

Wood and products, G. H. Rochester (6974).

Paper and products, E. Clarke and N. R. Chappell (6974).

General Products—

General products, W. H. Grant (3209).

Miscellaneous products, P. G. Jones (4160).

Durable consumer-goods, E. L. Smith (7601).

Token Shipments—

W. H. Black (5983).

Exporters' Directory—

E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417, 7163, 7953); Assistant Director, C. F. McGinnis.

Investigation Section—Chief, C. F. McGinnis and A. C. Fairweather.

Enquiry Section—H. B. Scully and G. C. Clarke.

Importers' Directory—Miss M. E. Adams.

Trade Services Directory—A. L. Langdon.

Import Controls and Foreign Export Controls—W. G. Hopkins.

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5468).

Commercial Relations Division—Director, H. R. Kemp (5151); Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819).

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, S. L. Tilley (6394).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in twenty-eight British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA.

Export Credits Insurance Corporation, of which H. T. Aitkin is Chief Executive Officer. It provides exporters with protection against the principal risks of loss in their foreign trade transactions, such as the insolvency of a foreign buyer, protracted delay

in payments by the purchaser or complete default, and transfer difficulties involving the delivery of funds to the exporter.

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries.

CANADIAN GOVERNMENT TRADE COMMISSIONERS

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—
Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).

Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Métropole, 7th Floor, Av. Presidente Wilson 165.

British India

Acting Trade Commissioner. Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

British Malaya

ARTHUR WILDING, Canadian Commercial Agent. Address for letters: Room D-2, Union Building, Singapore.

Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India.

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building.

Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523.

Territory includes Republic of Panama, the Canal Zone, Nicaragua, and Costa Rica.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.

Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

RICHARD GREW. Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Hong Kong

Acting Trade Commissioner. Address for letters—% Passenger Department, Canadian Pacific Railway Company.

Ireland

E. L. MCCOLL, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

CANADIAN GOVERNMENT TRADE COMMISSIONERS—*Concluded*

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Territory includes Guatemala, Honduras, and Salvador.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 33, Auckland. Office—Yorkshire House, Shortland Street.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plads 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Orange Free State, the Rhodesias, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, Cantracom.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province and Southwest Africa, Natal, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, Cantracom.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, Canadian Stockholm.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: H. L. E. PRIESTMAN, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England and East Anglia.

Cable address, Sleighing, London.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucum.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy Annex, 1771 N Street N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—8° Piso, Edif. America, Esq., Veroes, Caracas.

Territory includes Netherlands West Indies.

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, SEPTEMBER 7, 1946

United States Business Embarks On Huge Expansion Program

Heavy demand for goods and services is backed by large current income and accumulation of purchasing power—Incomes in 1945 totalled \$161 billions, and presently running only slightly below this peak.

By H. A. Scott, Commercial Counsellor, Canadian Embassy

(Ed.—This is the third in a series of articles on business conditions in the United States, prepared for the *Commercial Intelligence Journal*.)

Washington, D.C., August 24, 1946.—The outstanding feature of the financial situation in the United States during the first half of 1946 was the almost complete cessation of expansion in government credit. In the first six months of 1945, the Government operated with a deficit of \$25,000,000,000, whereas in the corresponding period this year the deficit was reduced to a little more than \$3,000,000,000. There was also a redemption of \$6,000,000,000 of publicly held federal debt. However, it appears that this redemption has had little or no effect, thus far, in lowering the level of interest rates. On the contrary, short-term interest rates were raised in New York in line with the movement toward higher prices. Inflationary pressures of the past six months have come largely from private consumers and business sources. The heavy demand by consumers for goods and services, backed by a large current income and accumulation of purchasing power, seems to have no end. At the same time, business has embarked on an expansion program of unprecedented size, financed almost wholly from its wartime savings.

Income Payments Reach Record Figure

A key factor affecting retail trade and business generally is the volume of income payments. In 1945, these payments reached a record total of \$161,000,000,000, or more than double the \$76,000,000,000 total for 1940. During recent months, it has been running only slightly below the 1945 peak rate. Total incomes have been sustained despite a decline of over a billion dollars a month in salary and wage payments from the 1945 level. Greater employment in the durable goods industry and wage-rate increases will combine to lift the total of income payments over the next few months. These payments are likely to rise, even though benefits paid veterans and others should decline. As a result, it seems probable that income payments for the last half of 1946 will be at a rate of \$161,000,000,000 or more, almost equal to the 1945 peak. Such a high level of national income suggests that retail trade will remain at record volume for the balance of this year.

Bank Reserves and Loans Reduced

Excess reserves of the member banks of the Federal Reserve System on June 26, 1946, were estimated at \$711,000,000, but were further reduced in the week ending July 3 to \$470,000,000. This was the lowest level recorded since July 19, 1933, the decline being attributed to a reduction in the holdings of United States government securities and a decrease in Treasury deposits. The decrease in Treasury deposits was probably due to withdrawals for cash retirement of \$2,000,000,000 in notes due July 1. Demand deposits of the principal member banks rose from \$37,648,000,000 at the beginning of this year to \$39,522,000,000 on June 26 and were \$3,155,000,000 above the total demand deposits at the end of June, 1945.

Loans and investments by the principal member banks of the Federal Reserve System on June 26, 1946, amounted to \$61,748,000,000, as compared with \$63,537,000,000 a year ago, a decline of \$1,789,000,000. Total investments on June 26 amounted to \$46,831,000,000, a decrease of \$707,000,000 from the total of \$47,538,000,000 on June 27, 1945. Government investments accounted for \$43,437,000,000 of the total, as compared with \$46,543,000,000 in the previous year. Total loans at the close of June this year amounted to \$14,917,000,000, of which loans to banks accounted for \$90,000,000, and commercial, industrial and agricultural loans for \$7,529,000,000. The corresponding figures for a year ago were \$13,835,000,000 for total loans, \$78,000,000 for loans to banks, and \$5,923,000,000 for commercial, industrial and agricultural loans.

Security Financing Increased

Total security financing for the first six months of 1946 amounted to \$3,241,492,481, as compared with \$2,128,353,493 for the like period of 1945. New financing accounted for \$1,315,514,730 of the total, and refunding for \$1,925,977,751. State and municipal financing, accounting for 13·3 per cent of the total, amounted to \$432,958,781, as against \$324,350,000 in the January-June period of 1945. Public utility financing totalled \$752,074,484, as against \$503,050,192, while new industrial financing, accounting for 33·5 per cent of the total, amounted to \$1,085,860,784 as compared with \$403,329,054 in the corresponding period of 1945.

Egypt Requires Tractors and Small Pumps in Program

Exhibits of farm machinery and implements suggested by British Goodwill Trade Mission to arouse interest of agricultural community—Provision of hydropower from Aswan Dam would create demand for electric pumps.

Extensive demonstrations of many types of farm machinery would create great interest in Egypt, suggests the British Goodwill Trade Mission to Egypt in its report now published. It recommends that British manufacturers make a first-hand investigation of this field. Canadian manufacturers might be interested in these recommendations with a view to finding a market for their products in meeting requirements of Egypt's post-war agricultural expansion.

Much interest is being shown in the use of tractors, and already the number of these is double that of pre-war days. It is apparently advantageous for holdings of 100 acres and upwards to possess a tractor. Owners

of such holdings could afford to bear a charge of £E.6 (\$25.00) per acre in the purchase of a tractor. For smaller holdings, common ownership, or the establishment of contract working, is suggested.

Tractors Aid in Early Sowing

The time-saving factor in tractor ploughing gives the great advantage of earlier sowing, which, in the case of many Egyptian crops, is extremely important. Ploughing with the native plough, drawn by oxen, is naturally slow. In addition, the land must first be watered, so the whole operation occupies a long time. The cultivator is therefore compelled to spread his sowings over a considerable period, whereas with tractor ploughing he can get his crop in within the best sowing periods.

It is possible that row-crop machinery would find application in Egypt. There should also be a field for small tractors of the market-garden type, particularly for orchard work, and land-propelled mechanical implements might be used. Another possibility of increased mechanization is in threshing. Threshing machines would have to be provided with chaff-cutters or similar appliances to cut the wheat straw into very short lengths, as in this form it is used for feeding cattle.

Pumps May Replace "The Shadoof"

In Upper Egypt especially, irrigation is largely carried out by pumping from deep wells and also directly from the Nile. Much of the existing machinery for this purpose requires either extensive repairs or complete replacement. The usual installation consists of a centrifugal pump driven by some type of oil engine. If the Aswan Dam hydroelectric scheme is carried out and electric power made available for such purposes, there would be a demand for electrically driven pumps. Instead of providing high-level canals for perennial irrigation, a costlier suggestion has been put forward to the effect that the whole of the basin areas should be provided with pump irrigation, the power being provided by the Aswan electric station. This would entail a large increase in the number of pumps in use. At present, pumps are found mainly on the large estates. The small cultivator gets no summer irrigation unless his land is near the Nile and he can lift water from the river by age-old contrivances, known as "the shadoof" or "the sakkia". In view of the number of these along the river, the British Goodwill Trade Mission suggests a possible market for small pumps of the submersible type, provided and operated on a co-operative basis.

Mauritius Suffers Shortages

The local market continues to suffer from a shortage of all classes of goods with the possible exception of Indian piece goods.

Bulk importation of essential foodstuffs remains in the hands of the Government Controller of Supplies, though distribution at controlled prices is made through retailers. Price control is also continuing to be operative on all other types of imported goods.

During the war, up to 27½ per cent of sugar lands was compulsorily transferred to the production of foodstuffs. The results proving unsatisfactory, reversion to cane-growing was sanctioned last year and the major portion of such land has now been replanted. With the exception of a moderate cyclone in January, weather conditions have been very favourable to the growing crop and, although no reliable estimate is yet possible, it is confidently expected that the output this year will be about 300,000 metric tons of sugar. Agreement has been reached between the local sugar industry and the home Government on the main outlines of a scheme for cyclone and drought insurance.—Barclays Bank Review.

External Trade of Barbados Depends Largely on Canada

Statistics for 1944 reveal that 34·4 per cent of imports were from Canada, which purchased 74·9 per cent of exports from the Colony; mainly molasses, rum and sugar—United Kingdom and United States second and third as sources of supply.

By W. B. McCullough, Canadian Trade Commissioner

Port of Spain, Trinidad, August 22, 1946.—Canada has for some years been the principal market for Barbados, purchasing mainly molasses, rum and sugar from the Colony. Trade during early years of the war suffered from a shortage of shipping and the activities of enemy submarines in the Caribbean. Statistics reveal that, in 1944, exports to Canada had a value of £1,726,470, representing 74·9 per cent of the total. While this volume is lower than that for 1939, when exports had risen to a value of £2,028,991, this figure represents only 51·9 per cent of the total.

Canada Main Source of Supply

On the other hand, during the period of hostilities, Barbados purchased from Canada a larger proportion of the various commodities required by her population than from any other country. Imports from Canada in 1944 had a value of £1,175,524, which was 34·4 per cent of the total. Although higher than in 1943 and 1942, imports in the year under review were lower than those for 1939, amounting to £2,445,753. During 1944, the United Kingdom furnished 20·4 per cent of the Island's foreign requirements, while the United States supplied 16·8 per cent.



Canadian lumber being unloaded in Bridgetown, the capital.

External Trade Was Higher

The following table illustrates the flow of trade between Canada and Barbados during 1944, 1943, 1942 and 1939:

Year	Exports (Thousands of Pounds)	Imports
1944	£1,726.5	£1,175.5
1943	1,276.8	884.0
1942	177.4	578.4
1939	2,029.0	2,445.8

The total trade of Barbados, exclusive of bullion, coin and in-transit trade, was valued at £5,932,209 in 1944, as compared with £5,226,888 in 1943, representing an increase of £705,321. Exports in 1944 were valued at £2,515,352 and imports at £3,416,857, as compared with exports in 1943 valued at £2,338,539 and imports of £2,888,349.

The following table indicates the value of imports from the four principal sources of supply. Canada heads the list, with 34.4 per cent of the total, followed by the United Kingdom, with 20.4 per cent; the United States, with 16.8 per cent; and Argentina, with 7.6 per cent:

Distribution of Barbados Imports by Commodity Groups

	1944 £	1943 £	Incr. (+) or Decr. (—)
Food and feedstuffs—			
United Kingdom	24,169	38,548	— 14,379
Canada	590,536	442,414	+148,122
United States	58,217	79,023	— 20,806
Argentina	185,174	256,140	— 70,966
Manufactured products—			
United Kingdom	639,838	566,376	+ 73,462
Canada	400,116	343,693	+ 56,423
United States	418,768	338,778	+ 79,990
Argentina	71,657	32,503	+ 39,154
Raw materials and semi-manufactured products—			
United Kingdom	3,082	19,782	— 16,700
Canada	174,524	94,080	+ 80,444
United States	78,353	44,570	+ 33,783
Argentina	1,406	3,520	— 2,114

Food products and manufactured products account for the bulk of the import trade with Barbados. Following are the principal commodities imported from all sources under the foregoing commodity classifications in 1944, comparative figures for 1943 being shown within parentheses:—

Food and Feedstuffs.—Flour, £171,591 (£147,832); rice, £113,191 (£52,828); cornmeal, £39,952 (£68,137); fish, dried salted and smoked £83,668 (£54,005); canned fish, £27,910 (£18,122); bacon and hams, £41,106 (£30,854); salted pork, £142,397 (£130,050); salted beef, £14,890 (£14,324); canned meat, £29,168 (£16,315); bran and pollard, £28,993 (£15,895); oilmeal and cake, £22,850 (£30,303); feeds n.o.p., £37,681 (£38,166); oats, £26,480 (£24,171); butter, £18,204 (£92,554); cheese, £2,456 (£7,536); condensed and evaporated milk, £33,880 (£39,436); beer and stout, £15,433 (£10,572); margarine, £22,287 (£31,863); corn, £21,729 (£14,816); lard and lard substitutes, £28,715 (£21,462); tea, £22,708 (£17,276); cigarettes, £4,007 (£14,917).

Manufactured Products.—Apparel, £77,542 (£64,663); bags and sacks, £65,604 (£108,240); cotton piece-goods, £164,767 (£184,524); cotton manufactures, £144,509 (£157,724); art silk piece-goods, £66,633 (£68,056); electrical appliances, £24,623 (£44,503); iron and manufactures, £60,127 (£65,006); leather footwear, £108,576 (£46,452); cement, £16,181 (£29,133); glass bottles, £21,325 (£27,268); hats and bonnets, £31,071 (£26,125); leather, £20,440 (£17,757); sulphate of ammonia, £175,760 (£49,328); medicines and drugs, £60,921 (£46,929); paints and colours, £50,666 (£22,963); paper and paper manufactures, £54,911 (£60,091); soap, £25,166 (£29,523); sugar machinery, £32,893 (£39,637).

Raw and Semi-Manufactured Materials.—Copra, £73,590 (£92,970); Douglas fir, £27,158 (£25,679); pitch pine, £37,161 (£26,311); white pine, spruce, etc., £96,014 (£41,290); shingles, £25,418 (£5,482); staves and shooks, £43,003 (£32,198).

Imports from Other Countries

Other sources of supply, with totals for 1944 and 1943 and values for the principal items obtained from each, are shown in the following table:—

	1944	1943		1944	1943
	£	£		£	£
Trinidad	71,406	106,325	Argentina	258,237	292,163
Jamaica	58,500	105,448	Butter	2,712	77,632
Lard and substitutes ..	14,643	15,391	Oilcake and oilmeal ...	13,908	11,743
India	78,944	84,655	Bran and pollard	9,854	7,531
British Guiana	164,473	76,183	Corn	15,758	14,816
St. Lucia	86,854	43,807	Cornmeal	988	11,819
Newfoundland	56,815	36,596	Bacon and hams	36,222	30,376
Fish	56,661	36,141	Beef, salted	8,131	11,764
St. Vincent	48,914	30,089	Pork, salted	51,480	53,878
Dominica	26,750	21,714	Canned meat	28,820	16,315
			Feeds, n.o.p.	5,143	8,447

Chile Provides Favourable Market For Electric Washing Machines

Vacuum cleaners also in demand, but Sweden has been principal source of supply—Foreign firms establishing plants for manufacture of metal chassis and wooden cabinets for radios and for assembly of components.

By R. E. Gravel, Acting Commercial Secretary, Canadian Embassy

Santiago, August 13, 1946.—Canadian manufacturers of washing machines may find a market in Chile, as equipment of this nature is not manufactured in that country. The field is therefore competitively open. A model securing approval of the trade is fitted with a spin-drier. In 1942, the United States supplied washing machines valued at \$132,325, which was the total amount of Chilean imports for that year. In 1944, however, imports from Argentina were valued at \$57,573, of a total of \$60,808. So far, no import difficulties have been encountered, other than quantitative reductions in amounts, and delays imposed by the Foreign Trade Council in an effort to conserve foreign exchange. The market has been barely touched and prospects for early shipments are good. The question of packing is of paramount importance, as cases have arisen where local importers were required to incur expense for repairs due to ineffective packing.

Swedish Vacuum Cleaners Popular

The field is clear, too, for the export of vacuum cleaners to Chile, although it cannot be claimed that a high proportion of the population is likely to be on the purchasing line. In 1942, Sweden exported vacuum cleaners valued at \$165,039 to Chile, which accounted for seven-eighths of the imports. The Swedish article has always enjoyed a high reputation in Chile, but present prices are very high, and an excellent opportunity exists for entering the market.

Radio Assembly Plants Established

The future market for complete radio receivers is likely to be small. An American manufacturer has established a modern factory in Santiago, which at present fills about 70 per cent of the Chilean demand. This plant manufactures the metal chassis, and radio cabinets from Chilean woods, while it imports and assembles the tubes and other components. Other American and European firms are considering the establishment of local

assembly plants, so it would appear that future imports will be confined principally to component parts which cannot be made in Chile. In such circumstances, the Foreign Trade Council is almost certain to curtail import permits, apart from which duties on radios complete with cabinet will render prices non-competitive. At the present, only small models are being imported complete.

Rheostat Irons May be Imported

The Chilean Government is pursuing a policy of protecting local industry and conserving foreign exchange. To carry out this policy, no import permits are issued for articles that are also manufactured in Chile. In this category are all electric installation accessories of porcelain or bakelite, such as fuses, wall plugs, sockets, etc., as well as electric irons of 220 watts and electric radiators and heaters. But electric irons with rheostatic or atmospheric regulators may be imported in small quotas.

Large Deposits of Non-Ferrous Metals Reported by India

Bauxite deposits estimated at 250 million tons by Industrial Panel, in report to Government—Maintained that India can become independent of outside supplies.

Bombay, August 17, 1946 (FTS).—Vast deposits of almost all non-ferrous metals, particularly aluminum, magnesium, manganese, chromium and beryllium, are believed to exist in India. A report to this effect has recently been presented to the Government by the Non-Ferrous Metals Industrial Panel, which maintains that India should become independent of outside supplies by substituting available metals and alloys for those not readily available.

Commenting on this report, "Capital", Indian weekly review, says that special emphasis was laid by the Panel on the development of the aluminum industry. India's reserves of the principal ore, namely high-grade bauxite, are roughly estimated at 250 million tons. The maximum production of virgin aluminum is estimated at 8,000 tons. The Panel has set the minimum target for the first five years at 15,000 tons, which could be reached by starting new factories, while production of fifty thousand tons a year at the end of fifteen years is considered possible. The Panel is said to be opposed to protective duties on imports of virgin aluminum, but urges that imports should be controlled and that exporting countries should be prevented from dumping their aluminum in the Indian market.

The Panel estimates that peak production during the first year of copper and copper-base alloys will be from 25,000 to 30,000 tons and of electrolytic copper from 16,000 to 20,000 tons; of copper and brass sheets from 35,000 to 40,000 tons; of lead, 25,000 tons; of zinc, 50,000 tons; of tin, 4,000 tons; of aluminum ingots, from 20,000 to 25,000 tons; of aluminum sheets, from 10,000 to 12,000 tons; of aluminum foil, from 1,500 to 2,000 tons; of aluminum wire, 5,000 tons; of aluminum tubes and shapes, 2,000 tons; and of antimony, 400 tons.

(Ed.—Indian Aluminum Company, an associate of the Aluminum Company of Canada, is expected to control a substantial part of India's trade in aluminum metal and manufactures.)

Exports from New Zealand More Than Double Import Figures

Shipments for January and February valued at £20,205,139, while purchases from abroad amounted to £9,519,941—Wool, butter, cheese and lamb headed list of exports—Canada in seventh place, but fourth best source of supply.

By P. V. McLane, Commercial Secretary for Canada

Auckland, August 16, 1946.—New Zealand Government trade returns for February show that, for the second month in succession, the value of merchandise exports has exceeded £10,000,000 (New Zealand currency), totalling £10,187,000, as compared with £6,159,000 in February, 1945. The total value for the first two months of 1946 was £20,205,139, compared with £10,886,825 for the same period of 1945.

Imports were valued at £5,432,097 in February, 1946, as against £4,044,928 for the corresponding month of the preceding year. Totals for the two-month periods of the respective years were £9,519,941 and £8,811,044.

United Kingdom Leading Market

The United Kingdom was the leading destination of New Zealand exports with purchases in January and February valued at £13,290,381. Three other countries took the Dominion's products to a value of more than £1,000,000, as follows: India, £2,281,562; France, £1,501,258; and the United States, £1,093,791. Australia ranked fifth in importance, with purchases valued at £596,872, followed by Egypt, £483,764; Canada, £402,266; and Ceylon, £60,274.

Among countries supplying goods to New Zealand in the first two months of 1946, the United Kingdom was in first place, shipments therefrom being valued at £3,917,162. Other suppliers, in order of importance, were the United States, £1,627,700; Australia, £1,368,610; Canada, £866,918; Ceylon, \$535,100; and India, £295,644. Imports from France and Egypt were negligible.

Trade Balance Favourable

For the two-month period New Zealand had a favourable balance of trade to the extent of £10,685,198, principally accounted for by an excess in the value of exports to the United Kingdom over imports therefrom of £9,373,219. Other countries with which New Zealand maintained favourable trade balances were India, France and Egypt, while unfavourable balances were recorded for the United States, Australia, Ceylon and Canada, that with the last-mentioned country totalling £464,652.

Principal Purchasing and Supplying Countries

	January and February, 1946		
	Exports £ (N.Z.)	Imports £ (N.Z.)	Balance £ (N.Z.)
United Kingdom	13,290,381	3,917,162	+ 9,373,219
United States	1,093,791	1,627,700	— 533,909
Australia	596,872	1,368,610	— 771,738
Canada	402,266	866,918	— 464,652
India	2,281,562	295,644	+ 1,985,918
France	1,501,258	8	+ 1,501,250
Egypt	483,714	2	+ 483,712
Ceylon	60,274	535,100	— 474,826
TOTAL, ALL COUNTRIES	£20,205,139	£ 9,519,941	+£10,685,198

Majority of Imports Show Increase

Of the total imports in January and February, valued at £9,519,941, cotton and linen piece-goods accounted for £796,439 (£749,302 in the 1945 period); electrical machinery and equipment for £451,453 (£570,346); silk and artificial silk piece-goods, £423,934 (£435,487); motor vehicles, £290,834 (£52,025); woollen piece-goods, £207,183 (£267,349); yarns, £164,730 (£207,911); tubes, pipes and fittings, £130,454 (£59,854); and hardware, cutlery and metal manufactures, £108,553 (£68,519).

Of thirty-nine leading import items, twenty-four showed increased values for the 1946 period, chief among which were: Motor vehicles; hardware, cutlery and metal manufactures; tubes, pipes and fittings; floor coverings; hosiery; belts and belting, other than leather; sawn timber; and paperhangings. Decreases in import values were less numerous, the only items showing substantial reductions being woodpulp and paper-pulp, woollen piece-goods, and yarns.

The principal items of import, with comparative values for January and February, 1945 and 1946, are shown in the following table:

Imports by Principal Commodities

	1946 £ (N.Z.)	1945 £ (N.Z.)
Woodpulp and paper-pulp	32,159	101,632
Hats, caps, millinery	26,759	36,097
Hosiery	70,831	15,925
Apparel and ready-made clothing	25,396	32,641
Footwear	12,584	11,373
Floor coverings	110,099	57,952
Cotton and linen piece-goods	796,439	749,302
Leather cloth and oil baize	14,710	15,481
Silk and artificial silk piece-goods	423,934	435,487
Woollen piece-goods	207,183	267,349
Yarns	164,730	207,911
Iron and steel—Bar, bolt and rod	31,294	45,195
Bolts and nuts	13,797	19,867
Brass pipes, plate, bar	19,422	17,095
Copper pipes, plate, bar	33,650	31,447
Cordage of metal	31,196	28,577
Tubes, pipes and fittings	130,454	59,854
Meters, measuring	44,611	43,241
Nails and tacks	4,415	6,266
Screws for wood and metal threaded screws..	10,167	10,590
Tools and implements, artificers	89,746	79,934
Copper wire	8,400	1,869
Fencing wire, plain	13,453	5,991
Hardware, cutlery and metal manufactures..	108,553	68,519
Agricultural implements and machinery....	61,488	65,490
Electrical machinery and equipment.....	451,453	570,346
Belts and belting for driving machinery (other than leather belting)	31,069	18,902
Raw rubber and rubber goods other than tires	46,047	37,986
Leather	34,135	23,802
Timber, sawn	66,744	38,026
Cardboard and wallboard	71,912	14,670
Paperhangings	26,358	8,575
Printing paper (newsprint)	72,090	61,904
Printing paper (other)	63,344	109,195
Sporting requisites	11,183	3,951
Salt	42,634	32,294
Motor vehicles	290,834	52,025
Rubber tires for motor vehicles and motor cycles	99,111	83,755
Other materials and parts for motor vehicles	68,433	72,944
TOTAL	£9,519,941	£8,811,044



Courtesy Canadian Geographical Journal.

Wool contributed most heavily to the export total, the value for the two months under review being £5,421,038, as against £1,111,962 for the corresponding period of 1945. Butter was next in importance, with respective values for 1946 and 1945 of £4,379,272 and £2,442,858, followed by cheese, £2,148,464 and £2,790,501; and frozen lamb, £1,779,122 and £1,187,728. Exports of butter and cheese may be expected to fall off during the next few months, as dairy production has decreased substantially owing to drought conditions over a considerable portion of the North Island. Meat killings for export, on the other hand, have been on a heavy scale during the current season.

Exports by Principal Commodities

	January and February	
	1946 £ (N.Z.)	1945 £ (N.Z.)
Butter	4,379,272	2,442,858
Cheese	2,148,464	2,790,501
Beef, frozen	438,768	56,965
Lamb (whole carcasses)	1,779,122	1,187,728
Mutton (whole carcasses)	121,244	184,079
Pork	249,945	57,622
Meats, canned	263,036	49,476
Sausage-casings	155,823	79,986
Milk, dried	236,976	120,746
Milk and cream	38,663	1,609
Peas	130,273	74,376
Hides and skins—		
Calf	80,595	39,702
Cattle	134,384	71,617
Opossum	36,787	116,986
Rabbit	73,596	150,154
Sheep, with wool	39,380	65,216
Sheep, without wool	108,013	140,847
Wool	5,421,038	1,111,962
Seeds—		
Clover	252,733	140,772
Grass	158,271	87,565
Tallow	74,680	98,003
TOTAL	£20,205,139	£10,886,825

Equipment Required to Modernize French Motion Picture Industry

Effort being made to raise standard of industry in reconstruction program—"Screen Quota" system provides incentive to producers to turn out films of high calibre.

Motion picture production in France is being modernized in an effort to raise the standard of this industry to equal importance in the reconstruction program with the electrical, construction and iron industries. As a result of financial agreements signed last May in Washington, the French Government has obtained American acceptance of a "screen quota" system, which will require exhibitors to show French films during a minimum of four of the thirteen weeks in each quarter. They will be permitted a free choice of domestic or foreign pictures during the other nine weeks.

A precedent was established by the motion picture industry in Great Britain, where an initial "screen quota" of 10 per cent was created, this being raised to 20 per cent, which compares with the present French quota of approximately 30 per cent. Britain succeeded, both from the artistic and commercial point of view, in creating one of the world's outstanding motion picture industries.

It is observed by the French Information Service that four weeks may seem to be a small proportion. However, it provides an incentive to French producers to turn out films of such a calibre that exhibitors will be persuaded to give them priority during the remaining nine weeks in the quarter. This situation will be examined again at the end of two years.

Large credits have been made available to the motion picture industry, the Crédit National having increased from 200 to 300 million francs its reserves for advances to producers, which sum may be further increased. If a larger public for French films is to be secured, the industry will require bigger studios, provided with the latest equipment, including that for producing colour films and 16-mm. films for distribution in rural areas and in overseas territories.

Northern Rhodesia Buys More Commodities from Canada

Material advance in exports to this Dominion over prewar years—United Kingdom chief source of supply—Principal imports in metals, machinery and vehicle group.

By D. S. Armstrong, Assistant Commercial Secretary for Canada

Johannesburg, August 17, 1946.—Imports into Northern Rhodesia from Canada in the first six months of 1945 were valued at £64,474, exceeding by £1,720 the value recorded for the corresponding prewar period of 1939 (£62,754), but less by £6,681 than that for the same months of the latest full prewar year, 1938 (£71,155).

On the other hand, exports to Canada from the Union in the 1945 period were valued at £89,741, as against nominal values of £1 and £11 for the corresponding months of 1939 and 1938 respectively.

United Kingdom Chief Supplier

As shown in the appended table, the United Kingdom was Northern Rhodesia's chief source of supply, imports therefrom being valued at £1,023,292, as against £776,588 for the Union of South Africa and £764,402 for Southern Rhodesia, which ranked second and third respectively. As in the case of Canada, the United Kingdom's share of the import trade was less than for the corresponding period of the prewar year, 1938. Values for all other countries showed substantial increases, reflecting in part the elimination of Germany, Japan and Belgium as suppliers in 1945.

Imports by Countries

	Jan.-June 1938	Jan.-June 1939	Jan.-June 1945
United Kingdom	£1,218,642	£926,251	£1,023,292
Southern Rhodesia	408,790	350,004	764,402
Union of South Africa	361,868	422,763	776,588
United States	338,269	187,881	394,376
Canada	71,155	62,754	64,474
Japan	60,964	55,328	....
Belgium	55,929	33,527	....
Germany	51,383	26,490	....
India	27,452	26,269	78,064
Belgian Congo	13,473	13,858	77,577

Commodity Imports Show Increase

Recorded values of imports by commodity groups show a gradual increase from £1,574,255 for the January-June period of 1939 to £2,311,645 for the 1945 period, the latter figure comparing with £2,026,502 for the same months of 1938.

The highest value is for Class V (metals, metal manufactures, machinery and vehicles), the import value of which, at £1,129,820, compares favourably with the 1938 figure of £1,465,719 and shows a steady advance over the figures for the intervening years.

Imports of items in Class IV (fibres, yarns, textiles and apparel) advanced from £292,994 in 1938 to £609,573 in 1945. Those of Class III (tobacco) increased in value from £41,801 to £84,319, and those of Class II (ales, spirits, wines and beverages) from £57,492 to £108,388. Class I

(animals, agricultural and pastoral products, and foodstuffs) showed a decrease in the 1945 period to £379,542 from £492,761 for the preceding year but an improvement over the years 1938 to 1940.

Imports by Commodity Groups

	Class I	Class II	Class III	Class IV	Class V	Total
1938	£168,496	£ 57,492	£41,801	£292,994	£1,465,719	£2,026,502
1939	186,530	59,135	45,602	308,374	974,614	1,574,255
1940	235,001	71,972	48,531	354,145	904,852	1,614,501
1944	492,761	102,100	77,824	560,834	922,883	2,156,402
1945	379,542	108,388	84,319	609,573	1,129,820	2,311,645

United States Leading Market

Among the countries providing markets for the products of Northern Rhodesia, the United States was in first place by a wide margin, being credited with purchases to a value of £3,004,372, as compared with £907,755 for its nearest competitor, the United Kingdom, and £719,908 for the Union of South Africa, next in importance.

Exports by Countries

	Jan.-June 1938	Jan.-June 1939	Jan.-June 1945
United Kingdom	£1,658,843	£1,942,486	£ 907,755
Union of South Africa	105,973	125,883	719,908
Southern Rhodesia	67,927	54,147	67,580
Germany	1,034,663	528,227	....
Belgium	299,836	414,009	....
Italy	224,616	379,547	....
United States	133,938	732,050	3,004,372
Canada	11	1	89,741
India	14,974	1	138,516

Metals and Ores Chief Export Items

Exports of metals and ores, products of the mining industry, most important of the country's industrial activities and comprising copper, cobalt, vanadium, zinc, lead and gold, were valued at £4,902,418 for the first six months of 1945. This figure was less than the values recorded for the corresponding period of either of the wartime years 1940 (£6,174,986) or 1944 (£5,111,705), but slightly above the levels for 1939 or 1938.

The value of shipments of tobacco (£21,559) was approximately half that recorded for the 1944 period (£40,060) and somewhat higher than for 1940, but increased nearly five times between 1938 and 1944.

Hides and skins, exports of which were valued at £23,664 for January-June, 1945, showed a noteworthy increase as compared with the relatively steady values for preceding years, that for 1940 (£10,696) being the next highest recorded.

Cereals, such as corn (maize) and wheat, at £7,365, far exceeded the values for the six-month periods of the intervening years and nearly regained the 1938 value of £9,016.

Exports by Commodity Groups

	Metal and Ores	Tobacco	Hides and Skins	Cereals
1938	£4,447,186	£ 8,811	£ 8,679	£ 9,016
1939	4,780,791	8,281	8,542	893
1940	6,174,986	20,506	10,696	978
1944	5,111,705	40,060	9,602	1,543
1945	4,902,418	21,559	23,664	7,365

Footwear Exports Rose Rapidly During Period of Hostilities

Shipments last year totalled 1,700,000 pairs, compared with 351,000 pairs in 1938—Military and relief demands mounted—Markets in United Kingdom, B.W.I., South Africa and Newfoundland considered most likely.

By Export Division, Foreign Trade Service

Canadian exports of footwear increased four hundred per cent during the war years, shipments during 1945 having amounted to 1,700,000 pairs, compared with a total of 351,000 pairs in 1938. The production of all types of footwear in this country increased 75 per cent during the same period, 38,955,700 pairs having been made in 1945, as against 21,977,600 pairs in 1938.

The large increase in wartime exports of leather footwear is explained by the fact that traditional sources of supply for certain areas were shut off, and that military and relief demands mounted. The United Kingdom, for example, which was a large exporter of footwear prior to the war, was unable to maintain fully its widespread trade connections. Canada, therefore, assumed the responsibility of supplying certain markets, particularly countries in the western hemisphere, such as the British West Indies and Newfoundland. Canadian contributions to UNRRA accounted for a portion of the wartime rise in exports.

The following table shows the growth of Canada's exports of leather footwear, in pairs, from 1938 to 1945:

Description	1938	1945
Moccasins and Indian slippers	8,000	254,000
Boots, shoes and slippers with leather uppers	343,000	1,274,000
Boots, shoes and slippers, n.o.p. ....	....	172,000
Totals	351,000	1,700,000

Annual production of leather footwear in Canada in the period 1937-39 averaged some 23,700,000 pairs, having a value of \$39,550,000. Of the five types distinguished—men's, youths' and boys', women's, misses' and children's, and infants'—women's were consistently in the lead, followed in order by men's, misses' and children's, youths' and boys', and infants'. The figures covering production in 1938 may be cited as representative:—

Type	Pair	Value
Women's	10,205,912	\$17,715,206
Men's	6,475,732	13,958,976
Misses' and children's	3,093,819	3,014,276
Youths' and boys'	1,226,735	1,704,965
Infants'	975,402	610,513
Totals	21,977,600	\$37,003,936

Women's Footwear Chief Export

Canada's export markets absorbed, in the period 1937-39, an average of 373,000 pairs of leather footwear annually or 1.6 per cent of the yearly output. Statistics are not available to show the composition by type of this trade, but it is known that it was largely in women's footwear, with a small quantity of infants'. On a value basis exports constituted approximately 2 per cent of aggregate production.

A great proportion of this pre-war trade was with Empire markets. In 1938, for example, of the 350,754 pairs exported, only 18,052 pairs, or 5 per cent, went to foreign countries; of these, the United States provided by far the most significant market. Within the Empire, the United Kingdom and Jamaica bulked largest and, again in 1938, together accounted for 231,093 pairs, valued at \$484,244, or respectively 66 per cent and 62 per cent of aggregate exports of 350,754 pairs valued at \$784,435. The British West Indies, as a group, purchased 155,617 pairs, or a value of \$246,404. Other important markets were, in order, New Zealand, Australia, Newfoundland and South Africa.

In pre-war years, our exports were largely of women's footwear, but, while these continued to hold first place, exports of other types, especially men's, in which our pre-war connections were limited, developed markedly during wartime and thereby furnished an opportunity of establishing connections of continuing value.

Production Depends On Exports

A wartime survey of the footwear industry revealed an added appreciation of the importance of exports, experienced in the desire of the industry to expand exports ten-fold over the pre-war level. This expansion in export business is necessary in order to maintain the industry's high peak of production attained in war years.

The manufacturers of men's footwear, particularly, appear to be evincing more interest than heretofore and exports of this type should, in view of wartime markets developed, continue in substantial volume.

Exports of slippers notably increased in the late war years, especially to the United States, and every effort should be expended to maintain this connection.

To gain the objective of a greatly enlarged export trade, manufacturers should be laying their export plans now. As early entry into markets abroad is vital, interested firms should be prepared to make at least token shipments even at a time when demands of the domestic market and UNRRA are high. They are strongly advised to undertake a careful survey of market possibilities and to endeavour to cater to the requirements as to style and price peculiar to each export market and to be prepared to enter foreign markets on a permanent basis.

Best Market in Empire Countries

Pre-war experience suggests that the most likely outlets for Canadian footwear will be the United Kingdom, British West Indies, South Africa and Newfoundland.

Canada's trade with the British West Indies has increased to such an extent that all the islands are now recipients of various types of our footwear. Our exports to the British West Indies reached 705,800 pairs in 1945 in comparison with 156,500 pairs exported to this destination in 1938. The West Indies markets are essentially price markets, due to the generally low standard of living prevailing in this area. Canvas footwear, because of its cheapness, is a popular line throughout the territory.

In the postwar period, importers in the British West Indies agree that Canada has a definite place in selling women's footwear in this area as it is relatively low priced and more attractive than United Kingdom footwear. However, keen competition is to be expected in men's footwear from United Kingdom manufacturers who supply a light-weight, attractively styled men's shoe. This type appeals to the British West Indies market.

Statistics show that Canada's exports of footwear of all types to Newfoundland grew from 6,000 pairs in 1938 to 123,000 pairs in 1945. Here again our exports are governed to a great extent by the price factor, the living standard being for the most part low.

The United Kingdom, under its austerity program, is presently restricting imports to a minimum until its exchange position eases. Once the currency question has been satisfactorily settled, however, there would appear to be prospects for important trade in this territory, particularly in women's shoes, of which Canadian styling and fittings are popular.

There is a substantial market in South Africa for men's, women's and infants' footwear. An outlet in the Netherlands West Indies has been developed in recent years and there are indications of survival value in this territory, which is primarily a price market.

During the war, Australia and New Zealand developed their footwear industries to a point where they are in a position to supply these dominions' requirements of practically all types of footwear. These industries have been fostered under high tariff protection and it is likely that exports to these countries will be limited to certain types of quality footwear.

Prospects in other markets vary in accordance with the respective strengths of the local industries and other factors. With respect to Latin American countries, for example, sales possibilities are limited by the growing domestic industries and the generally high tariffs in effect. There are, however, indications that a small market might be developed for high quality women's footwear in this area.

Department Offers Assistance

At the present time, export permits are still required for exports of leather footwear, but these permits are being issued freely. There is a subsidy refund of one-half per cent of the invoice value on all leather footwear being offered for export.

Valuable assistance can be rendered by the Export Division of the Department of Trade and Commerce in developing export connections by supplying general information on market possibilities, documentation, tariffs, etc. It is suggested that firms interested in investigating export possibilities write to the Department for full particulars.

Low Highway Mileage Restricts Newfoundland Auto Imports

Canada stands to secure larger share of available market for motor cars, parts and accessories—Two thousand miles of paved, first-class and secondary gravel roads outside urban centres.

By J. C. Britton, Canadian Trade Commissioner

St. John's, August 21, 1946.—Highway mileage in Newfoundland is restricted to 100 miles of paved roads outside the main urban centres, 1,300 miles of first-class gravel roads and 650 miles of secondary gravel roads suitable for motor traffic. It would appear that Canada stands to secure a larger share of the available market for automobiles and parts than before the war. Prior to the outbreak of hostilities, parts and accessories purchased from Canada were indicated by importers and distributors to be more costly than similar equipment secured from the United States.

The Island does not possess a trans-insular highway, so the operation of automobiles is restricted largely to the Avalon and Burin Peninsulas and to areas in the vicinity of Grand Falls and Corner Brook. Under the present plans for road construction, the highway mileage will be gradually increased. But large annual expenditures will be involved to provide a trans-insular highway and road communications for the numerous isolated communities around the 6,000-mile perimeter of Newfoundland.

One Vehicle for Forty-five Residents

At the end of 1945, there were 4,670 passenger vehicles, 2,416 motor trucks and 60 buses licensed on the Island, or approximately one vehicle for every 45 residents. In addition, there were 120 motorcycles. The majority of automobiles operated in this country are manufactured in North America. With the exception of certain electrical equipment, such as spark plugs and specialized lines, parts and accessories are largely obtained direct from the automobile manufacturers and not from suppliers of parts.

Eleven firms established in Newfoundland can be classified as wholesale automotive importers, the majority of whom have exclusive distribution rights in this country for one or more well-known makes of cars. In addition to acting as jobbers for automotive parts and accessories, which they sell to the smaller garages and repair shops, it is usual for the larger dealers to conduct a retail business. The wholesalers are located mainly in St. John's and Corner Brook, a list of whom may be obtained on application by interested Canadian manufacturers to the office of the Canadian Trade Commissioner in St. John's.

Automotive parts and accessories are dutiable under Tariff Item No. 570 of the Newfoundland Customs Tariff at the ad valorem rate of 30 per cent, when imported from Canada and the United States, and 20 per cent when brought in from the United Kingdom.

Imports Have Increased Since 1939

Imports of automotive parts and accessories have increased since 1939, the principal sources of supply being the United States and Canada, with the proportion from Canada rising as compared with pre-war figures. Imports of these items during the 1944-45 fiscal year, under the more important classifications in the Newfoundland Customs returns, are as follows:

Imports of Automotive Parts, 1944-45

AUTOMOBILE AND TRUCK SPRINGS—	
Canada	\$ 7,545
United States	17,731
AUTOMOBILE ACCESSORIES, N.O.P.—	
Canada	23,221
United States	19,446
AUTOMOBILE ELECTRICAL EQUIPMENT—	
Canada	6,800
United States	8,592
AUTOMOBILE PARTS—	
Canada	157,173
United Kingdom	133
United States	112,289

During the 1938-39 fiscal year, imports of automotive parts and accessories had a value of \$93,119, of which Canada contributed \$27,704; the United States, \$56,553, and the United Kingdom, \$8,811.

Tunisia Provides Market for Many Canadian Products

Reconstruction program produces immediate demand with long-term prospects—Yugoslavia withdraws as source of lumber supply—Agricultural, electrical, and railroad equipment required—Cold storage facilities and oil refinery to be installed—Iron and steel products sought.

By J. P. Manion, Canadian Trade Commissioner

(Ed.—The author of this article recently completed a market survey of North Africa, during which he prepared a series of articles on economic conditions for the *Commercial Intelligence Journal*. This is the last article on Tunisia, and will be followed by others in the series on Algeria.)

Tunisia suffered more war damage than any other part of French North Africa, and as a result her immediate reconstruction program is more urgent. This is reflected in a 1946 import program disproportionately large for Tunisia, considering its comparative population and economic development. Such imports are to a substantial degree "non-recurring" items, and must be considered apart from the long-term demand. This is of special significance to Canada. Nevertheless, the short-term requirements should not be completely neglected, as in many cases they will lead to repeat business, acknowledgment of the reputation of the imported goods, and a large measure of goodwill towards the supplying countries.

Food items, being under Combined Food Board allocation, cannot be imported directly. An examination of requirements may give some indication as to future prospects in those lines. These include, for instance, 3,000 tons of various milk products, including powdered, evaporated, and condensed sweetened milk, 500 tons of frozen or canned meat, 1,250 tons of salt, and 3,000 tons of seed potatoes. All appear to be recurring items for which long-term markets may be available. The same is true of vegetable seeds, of which 30 tons are required, and radish seed, of which 32.5 tons have been programmed.

Among the rubber products to be imported from sources other than France are 480 tons of truck tires, 34 tons of tubes and 8 tons of bicycle tires.

Lumber May Be Sought from Canada

In lumber items, some 12,000 tons of telephone posts and pit props are sought, as well as 7,500 tons of railway ties. While the normal source of supply of these commodities is either Portugal or Yugoslavia, the total withdrawal of Yugoslavia as a source of supply places too great a strain on Portuguese resources. It is doubtful whether the Mediterranean basin can long abstain from placing orders for these products in North America or Scandinavian countries. Other lumber requirements are equally heavy, the demand for planks and boards amounting to 26,500 tons, that for oak staves to 300 tons, for Douglas fir timber to 120 tons and for plywood to 20 tons. Additionally, among wood products there is a demand for 1,000 tons of newsprint.

Electrical Equipment Required

To reduce her dependence on imported coal, 455 tons of turbo-generators are required. Tunisia is contemplating the extensive use of diesel locomotives, and 2,180 tons of these are listed for 1946. Also required from sources other than France are 50 tons of other diesel engines, 100 tons of power shovels, 1,860 tons of cranes, mostly electrically powered; 2,000 tons of railway cars, 710 tons of trucks and buses, 1,315 tons of trailers, and 100 tons of passenger cars. Completing the list of requirements, other than agricultural, are 60 tons of flour-milling machinery, 75 tons of ice-making machinery, 50 tons of air compressors, and 2,300 tons of mining and other machinery.

Demand for Agricultural Machinery

As in the whole of North Africa, Tunisia is attempting to re-establish its farm machinery position on an economic basis, and considerable imports are anticipated. Planned totals are as follows: Plows, 500 tons; harrows, 50 tons; cultivators, 100 tons; seeders, fertilizers, spreaders, etc., 20 tons; reaper threshers, 326 tons; feed presses, 70 tons; and parts for agricultural machinery, 100 tons. This equipment is in a different category than most reconstruction requirements, since agricultural implements and machinery distributed now will form the basis for a future demand, not only for original equipment of a similar kind, but for replacement parts for many years to come. Some 415 tons of ammonium nitrate are also required.

Railroad Equipment Needed

Although a considerable amount of railway equipment has been included in the 1946 program, the world iron and steel situation suggests that re-equipment will have to be on a long-term rather than an immediate basis. In any case, 1946 demand was only for the immediately essential items, and there seems no doubt that large quantities of rolling stock, locomotives, rails, railroad ties and other equipment will have to be imported during the coming years.

In addition, important financial concerns are known to be interested in developing a railway running into the interior from the port of Gabes in the far south. It is considered that this projected railway would be more economical than the present link for bringing phosphates and other mineral and natural products to world markets.

Port development in itself will be an important reconstruction problem. Unlike ports in Algeria and Morocco, those in Tunisia were seriously damaged during the war. Although they are no longer crippled, they require vast amounts of material to bring them to their highest point of efficiency. If, in addition to this, a port such as Gabes were to be raised from its present secondary position, there would be opportunities for the sale of larger quantities of port equipment.

New roads will also have to be constructed, and road-building machinery is required for these new projects and for re-surfacing war-torn roads throughout the country. Similarly, water-control projects involving the erection of dams will require machinery of the same type.

Electrical Development Forecast

Although electrical developments cannot be as extensive as those projected for Morocco and Algeria, further electrification will be urgently required to implement some of the other plans. One of the most important is that relating to the creation of cold storage facilities. Here, unlike the situation in Morocco, where private interests are working on the problem,

and in Algeria, where the Government is formulating plans, the whole scheme is being developed under the financial auspices of one organization only, the Bank of Tunisia. The plans are similar, however, to those in other areas, and include cold storage facilities in centres of production, isothermic transport facilities such as refrigerator cars and trucks, cold storage docks at the ports, refrigerator ships, and other facilities which logically go with this plan, such as canning plants, meat packing establishments, and grading and inspecting facilities.

Olive Oil Refinery Is Planned

In connection with these projects, there are two special problems which are specifically Tunisian. The territory has normally a surplus of olive oil. In the past, much of the exportable oil was shipped to Italy, where it was refined and re-exported in tins or bottles for the food trades. Tunisia now hopes to establish its own refining industry and export olive oil to world markets under its own trade names. For this purpose, it will require refining facilities, packing materials, cans, lithographing and printing machinery.

The second of these special projects is the conditioning of dates. Tunisia is one of the important world sources of dates. Before the war most of these were sent to Marseilles as picked, and were conditioned and packed for the retail trades in that port. Tunisia intends to undertake these functions herself, and for this purpose will require conditioning plants. Dates are generally treated with steam to clean and separate them, and to give them a glossy surface. Large quantities of packing materials, including converted paper products, will be needed.

Iron Mines Under Contract to Britain

Both the phosphates and iron mines were badly damaged during the war, but it is not probable that much of the mining machinery required could be supplied by Canada. In the first place, there seems little likelihood that the phosphate mines will be re-equipped to anything like their pre-war productive capacity, because of the great strides made by Morocco and the difficulty of competing on a price or quality basis. Secondly, since the iron mines are under contract to ship their ores to Great Britain, that country is keenly interested in supplying the necessary mine machinery. This is now being done under fairly long-term plans, which will give the British suppliers a virtual monopoly in this direction.

Agriculture Being Mechanized

The final long-term plan concerns the mechanization of agriculture. In this regard, an outline of 1946 requirements has already been given. This short-term demand will form the basis of a continuing market. As in all North Africa, whichever country can supply the immediate needs will have an excellent opportunity of retaining an important share of the market through the coming years. The demand is mainly for reaper-threshers or combines, disc ploughs and harrows, seeders and tractors. Tracked tractors are preferred throughout North Africa.

In addition to the demand, based on economic policy within the country, normal consumption will require the importation of considerable quantities of domestic electric appliances, motor vehicles, textiles, rubber goods, and certain food products, such as canned and frozen meats and dairy products, in both of which Tunisia is normally deficient.

In lumber and paper products, there is some hope that Canada might share with Scandinavian countries an accrued demand, due to the probable withdrawal from world markets of Yugoslavia and Czechoslovakia, both large suppliers of the Mediterranean basin before the war.

Iron and Steel Products Sought

In iron and steel products, including machinery, Tunisia was formerly dependent on France to the extent of about 80 per cent of its requirements, on the United States for about 15 per cent, and on Germany and the United Kingdom for the remainder. France may not be able to supply its accustomed share for some years to come, and with Germany off the market, there is some possibility that Canada could obtain a small part of the normal market.

Canada May Buy Olive Oil

A glance at pre-war export figures shows that the main Tunisian export was olive oil. If the oil is refined and packed in containers suitable for the retail trade, the value of this export will greatly increase, and Tunisia will be in search of world markets. This is one product, therefore, which should be kept in mind in connection with Tunisian exports.

There do not appear to be many other products which Tunisia can offer Canada, with the possible exception of dates, which would have to be conditioned and packed for retailing. The fishing industry, however, may provide canned sardines and tuna fish, in addition to sponges, which are an important Tunisian product. Other products, which might find an outlet, are vegetable fibre, herbs for pharmaceutical purposes, cork, olives, sausage casings, sheep skins, salt, goat and camel hair, briar roots, fluor-spar, strontium sulphate and carbonate and bromine.

Requests for Representations Received

Charles Lenann, Directeur, Office du Commerce Extérieur de la Tunisie (Cable address—OCET), Hotel Claridge, Tunis, is prepared to receive requests for representation from Canadian firms, and to submit them to firms which he considers most reliable. This arrangement should prove satisfactory to firms wishing to quote on items considered essential to the economy of the country. For less essential consumer items, there is not likely to be any foreign exchange available for two or three years, and arrangements may be made at leisure, after consulting the various references given by the soliciting firm in Tunisia. Generally speaking, it is preferable to secure representation throughout North Africa by more than one firm. There should be a representative in Algeria and one in Morocco. If necessary, the Algerian representative may handle the Tunisian market, as the latter is presently of secondary importance and because economic ties between the two countries are closer than they are with Morocco.

Production of Pharmaceuticals in Italy Lower

Production in the Italian pharmaceutical industry has fallen from 35 to 40 per cent from the prewar output, and no progress can be noted in recent months. Up to 1939, this relatively young industry had developed rapidly, and in several Dalmatian and Balkan countries was able to compete with the German industry. It is expected that Italian products will replace those formerly secured from Germany.

Wages of Agricultural Workers Raised in United Kingdom

*Increase of ten shillings per week of forty-eight hours
—Prices of farm products correspondingly higher,
but government subsidy will protect ultimate consumer from effects of new conditions.*

By W. B. Gornall, Commercial Secretary for Canada

London, August 15, 1946.—Wages for agricultural workers have been increased from seventy to eighty shillings per week of forty-eight hours, effective July 14. Prices of farm products have been raised as a result, but the situation has been complicated by the necessity to stimulate wheat production, and to compensate dairy, pig and poultry farmers for a lower output. This has been occasioned by the severe reduction in feed rations, rendered necessary to meet the world shortage of feeding stuffs.

Increased prices to farmers are not expected to result in higher retail prices to consumers. But to meet the spread between the price paid to the farmer and that paid by the consumer, the Government is providing an extra grant of £11 millions in the current fiscal year, and £15 millions in 1947-48.

The National Farmers' Union has expressed considerable concern over the revision in agricultural prices, and claims that returns to farmers are inadequate to meet the increased cost of labour and other production expenses. In replying to a question in the House of Commons, the Minister of Agriculture said: "I hope that farmers will regard the new prices as a fair and equitable settlement, and that they will make every effort to respond whole-heartedly to the calls that are being made upon them to meet the needs of the nation at this difficult time."

Increases of Agricultural Prices

Increases of agricultural prices, effective August 1, 1946, are:—

Wheat—Average increase of 8 pence per hundredweight (112 pounds), allocated over the marketing season to provide an increase of 1 shilling and 6 pence in August and September, to encourage early marketing when the national need is the greatest. No change in the acreage payment of £2 per acre.

Barley—An increase of 3 pence per hundredweight on both maximum and minimum prices, which will be raised to 101 shillings and 81 shillings per quarter (8 bushels) respectively.

Oats—An increase of 6 pence per hundredweight in average price.

Rye—An increase of 8 pence per hundredweight.

Potatoes—Overall increase of 7 shillings per long ton.

Sugar beets—Overall increase of 2 shillings per long ton.

The National Farmers' Union advises that their estimates of average prices to the grower will be as follows:—

	s.	d.	
Wheat, millable	14	11	per cwt.
Barley, millable	20	3	per cwt.
Oats, millable	16	0	per cwt.
Rye, millable	13	8	per cwt.
Potatoes	141	0	per ton
Sugar beet	88	0	per ton

The following increases in prices for the 1947 crops are not additional to those authorized for the 1946 crops, but are related to prices determined at the annual review of agricultural conditions, issued in February, 1946:—

Wheat—Average increase of 2 shillings and 6 pence per hundredweight, with continuance of existing payments to the grower of £2 per acre. Average returns: 93 shillings and 4½ pence per quarter (8 bushels), or 11 shillings and 8 pence per bushel. The new price for wheat is designed to encourage the sowing of the minimum target of 2½ million acres.

Barley—Increase of 3 pence per hundredweight in minimum price to 76 shillings per quarter (8 bushels).

Oats—Increase of 6 pence per quarter in average price.

Rye—Increase of 2 shillings and 6 pence per hundredweight.

Potatoes—Overall increase of 10 shillings per long ton.

Sugar beets—Overall increase of four shillings per long ton.

The National Farmers' Union advises that their estimates of average prices to the grower will be as follows:—

	s.	d.
Wheat, millable	18	6 per cwt.
Barley, millable	19	0 per cwt.
Oats, millable	17	0 per cwt.
Rye, millable	17	3 per cwt.
Potatoes	149	0 per ton
Sugar beet	92	0 per ton

It is not the intention to give directions to farmers in respect to the sowing or planting of the various crops but, should the situation so demand, it is thought that the Ministry of Agriculture may authorize County Agricultural Executive Committees to issue directives.

Increases of Live Stock Prices

The following price increases are related to the guaranteed price levels, determined at the annual review on agricultural conditions, issued in February, 1946.

Fat cattle—Overall increase equivalent to 3 shillings per live hundredweight, applied gradually during August/December, 1946.

Fat sheep and lambs—Overall average increase of ½ penny per pound deadweight.

Fat hogs—Average increase of 9 pence per score (20 pounds) deadweight, effective July 22, 1946.

Shell eggs—Increase of one penny per dozen eggs purchased by packing stations, effective August 1, 1946. Increase of 4 pence per dozen sold to packing stations August 1 to November 30, inclusive.

Milk—Overall increase of one penny per gallon, effective August 1, 1946. Bonus of 2 pence per gallon for period November/January, designed to attract greater winter production.

Breeding sows—Grant of £4 per head for each sow farrowing between August 1 and October 31, 1946.

Hogs for slaughter—Temporary increase of 3 shillings per score (20 pounds) liveweight for hogs not exceeding 104 pounds deadweight, sold between July 22 and November 2, 1946. This increase is designed to offset loss occasioned by slaughter at less than normal killing weights owing to reduction in feed rations.

Controlled Prices on June 3, 1946

Steers (home-bred)—84s. 6d. to 59s. 6d. per live cwt. according to grade and killing out percentage.

Steers (imported)—62s. 6d. to 50s. 0d. per live cwt., according to grade and killing out percentage. These prices are for steers slaughtered within two months of importation. If slaughtered after two months, prices are 5 shillings less than the corresponding price for home-bred steers of equivalent grade and class.

Sheep (shorn) and *lambs*—1s. 8d. to 9½d. per pound dressed carcase weight. In addition there is a headage payment of 2 to 3 shillings on first grade, if specified weights.

Fat hogs—22s. 0d. to 16s. 0d. per score (20 pounds) deadweight.

Shell eggs—32s. 6d. per ten dozen, paid to producer by licenced buyer or licenced packer.

Milk (*fluid*)—1s. 4¾d. to 1s. 5d. per gallon paid to producer by the Milk Marketing Board.

Economic Development of China Depends on Agriculture

Large quantities of wheat and flour imported, despite heavy domestic production—Floods, drought, primitive farming methods and inadequate transport from the interior responsible for existing condition—Demand for foreign manufactures will be maintained.

By Asia Section, Foreign Trade Service

Agriculture is of prime importance to the economic development and even existence of Canada and China. Although China can be considered as one of the world's foremost wheat producers, large quantities of wheat and wheat flour have been imported annually from the United States, Australia and Canada. Floods and drought have contributed to the demand for foreign cereals, but primitive agricultural methods and inadequate transportation from the interior to coastal areas are largely responsible for this condition. The demand for other foreign produce and commodities, of which China may have an adequate supply in her vast territory, will be similarly maintained until such time as the distribution system can be operated on an economic basis.

It can be assumed that many years will elapse before efficient and adequate transportation facilities can be provided in China, and before the cost of moving possibly inferior native produce over great distances is sufficiently reduced to permit of this competing with similar merchandise brought in from other countries.

Reconstruction Period Important

In estimating future trends of Sino-Canadian trade, it is desirable to consider the situation over a long term of years, disregarding the huge demands and requirements of relief organizations and rehabilitation programs. However, this period of reconstruction is of vital importance, inasmuch as it is during this initial stage that Canadian manufacturers will have to establish a reputation for their commodities, so they may be in a favourable position to trade in the years to come.

Any review of trade between Canada and China in the past fails to provide a reliable basis on which to estimate future trends. The exchange of commodities before the war has always constituted a small proportion of the total volume of trade of either country, and the values have been subject to extreme variation. In 1929, for example, Canadian exports to China had a value of \$27 millions, whereas the figure for 1938 was less than \$3 millions. Shipments to China during the peak year only represented 2·4 per cent of the total Canadian exports. For the six months ended last June, exports from Canada to China had a value of \$13,300,561 of which the principal items were:—

Principal Canadian Exports to China

Commodities	Six months ended June, 1946 \$.000
Freight automobiles	2,537.7
Wheat	2,090.1
Wheat flour	1,379.9
Newsprint	943.5
Donations and gifts	883.1
Planks and boards (Douglas fir)	610.9
Aluminum bars, ingots, blooms	525.0
Dynamos, generators and parts	487.5
Railway rails	301.3
Fertilizers, manufactured	248.6
Automobile parts	226.1
Printed matter	216.2
Gas engines and parts	192.0
Ammonium sulphate	134.2
Railroad ties (Douglas fir)	131.7
Aluminum manufactures	122.9
Motor vehicle casings	120.7
Medicinal preparations	118.9
Planks and boards (Hemlock)	116.0
Paints	113.4
Canned meats	103.4

A long list of other Canadian commodities shipped to China during the first half of this year was issued by the Dominion Bureau of Statistics, but the figures were relatively small, the lowest being two dollars' worth of pens and pencils. Direct imports into Canada from China amounted to \$4·8 millions in 1926, and have not surpassed that figure since then.

No Tariff Concessions Accorded

By an exchange of notes, at the time of the Nanking Treaty, in 1939, Britain renounced on behalf of Canada, other Dominions and British possessions, all former treaty limitations regarding the right of China to settle her Customs tariff. The Chinese Nationalist Government undertook to accord "most-favoured-nation" treatment to the products and manufactures of any British Dominion, provided China received from the Dominion concerned as favourable treatment as that accorded to any other foreign country.

Canadian goods entering China are subject to the same tariff treatment as those of other countries, China having no differential duties. No agreements have been made between Canada and China under which tariff concessions have been accorded. Consequently, products of China entering Canada are subject to the Canadian general tariff. China is one of the few countries whose goods are subject to general tariff rates.

Tariff relations of China with other nations are in all respect similar to those with Canada. The existing Chinese tariff is a "single column", and not a preferential tariff. Disregarding the "most-favoured-nation" clause, it is impartially applicable to all nations.

New Relationships Developing

In view of the new and unusual conditions, radical departure from prewar business procedure and commercial relations in general may be warranted or forced upon Canadian business interests. Long-term credits will have to be granted and, in the case of the purchase of complete industrial units, Canadian manufacturers may find it advantageous to enter into joint operation of the industrial installation being erected in China. This may affect the direct export from Canada of manufactured commodities, but in most instances a new demand will be created.

Great Potential Market in China

China is generally recognized as one of the greatest potential markets of the world, and should loom large in general trade development. The country has a population of over four hundred million, whose purchasing power, which should appreciably increase with industrialization, will certainly account for a substantial volume of total world trade. However, one must not be over impressed by the vast population, or misled by the prospective markets. The productivity of these areas is not sufficient in itself to raise the standard of living of the inhabitants appreciably until, among other factors, means have been found of considerably increasing the fertility of the soil. The bulk of the population is on a bare subsistence level, with little or no means of acquiring foreign goods.

Notwithstanding this, once industrialization is progressing, a general upward trend of the living standard should take place. Though the change in standards may not be so marked, in view of the millions of people involved, the effect in total purchasing power should be considerable.

There are over four million square miles of relatively undeveloped resources. Though China may now be considered an exhausted country, the salient point is that little change has taken place in her basic economic structure. Fundamentally she has always been an agricultural nation and consequently her recovery to a certain level is assured. China's national resources, with the exception of the soil, have not been developed. There are few manufactures of major commercial importance. However, the initial industrialization began before the war, rapidly gained momentum and is indicative of postwar trends.

Industrial Development Planned

In any review of conditions in China, it may be said that one is not dealing with a nation so much as with a civilization. This civilization is changing with rapidity and unevenness, but one should not expect immediate results. Major developments, such as industrialization, should cover fifty or more years. China has emerged from the World War with greater unity and with a national outlook which did not previously exist. National aspirations exercise a powerful influence on the economic development of a country. In the case of China, it may take time for such aspirations to be translated into actual accomplishments; the country has a definite long-term program of postwar industrialization, which is tantamount to a national movement. This movement is a result of the painful experience of war, which has convinced the Chinese people that industrial development is linked with their survival.

To finance the industrialization program, considerable foreign capital will be needed. Long-term foreign loans must be provided for completion of the projects financed within the period. It is probable that the initial

development will be based on foreign government loans and credits. It may be expected that Sino-Foreign corporations and development companies will later be formed. It will be to China's advantage to have these financial commitments placed in several countries.

Cargo Winches Feature List of War Assets Now Declared Surplus

Marine hardware and machine tools also being offered for export or other sale.

Chief among a variety of ships' components now offered for export or other sale by the Export Sales Division, War Assets Corporation, are a number of standard cargo winches. They are of the Clarke-Chapman type, both right and left hand, with a two-cylinder reversible, two-speed steam engine, 7" bore x 14" stroke. The winch delivers a pull of 8 tons at 60 f.p.m. While these are new and unused, the working parts of some have not received adequate rust protection and require overhauling. They are offered at a price of \$1,500 each, including a box of accessories bolted to the bed of each winch. In addition, there are several separate boxes of spare parts offered for a further \$100 each. The winches are all located in Vancouver.

At Toronto, there is a quantity of marine hardware, comprised mainly of blocks, shackles, grommets, hooks and thimbles, with punches and dies for inserting grommets in canvas. Except for the latter, which are used, the material is new and all is in good condition. The total value placed on the lot is \$5,100. If purchased in its entirety, a discount of 10 per cent would be allowed.

Used machine tools are available in an extensive range, located mostly in Montreal, Toronto and other parts of central Canada. Conspicuous in the list are millers of various types, drill presses, drills, grinders, lathes and hand mills. A complete record of current offerings and prices may be obtained from Machine Tools Direct Sales Division, War Assets Corporation, P.O. Box 6099, Montreal.

All prices quoted by War Assets Corporation are on an "as is—where is" basis, with offerings subject to prior sale or withdrawal. Except for the machine tools, all inquiries concerning the above items should be addressed to the Export Sales Division, No. 4 Temporary Building, Ottawa.

Sweden Plans Industrial Fair

The annual St. Erik Industrial Fair was planned this year for Stockholm at the end of August and in scope will exceed any exhibition arranged in Scandinavia since the Gothenburg exposition of 1923. Twelve foreign nations have so far announced they will participate, among them France, Poland, Switzerland, Belgium, the Netherlands, Denmark, and Finland.

Toward the end of May, the traditional Swedish Fair opened in Gothenburg, and this year attracted greater interest than ever before. The number of exhibitors was nearly 800, representing 1,500 Swedish industrial enterprises. It covered over 300,000 square feet, 14,000 of which were within five permanent halls, especially erected for the fair. Approximately 150,000 persons visited the exhibitions during the nine days it was open—the highest figure on record. A large number of foreign business men were among this year's visitors, representing Mexico, Argentina, India and China, as well as the United States.

Singapore Stirs to Stimulus Of Trade in South Asia

Imports and exports indicate a steady and rapid revival since start of year—Money is plentiful, but goods in short supply, resulting in present inflation and black market operations.

By Asia Section, Foreign Trade Service

(One Straits Dollar Equals 47 Cents)

Singapore, August 14, 1946.—Four years and a half after the fall of Singapore, on 15th February, 1942, and twelve months after the unconditional surrender of Japan, this great emporium of South Asia stirs again to the stimulus of trade. Printing presses have been destroyed by the Japanese; no statistics can be published. Records are being maintained, however, by the Registrar-General of Imports and Exports, revealing a steady and rapid revival since the beginning of this year. Imports for the five months ended in May had a value of S\$114.3 millions, while exports had a value in the same period of S\$62.2 millions.

The following tables indicate the trade trend in three classes of commodities: Class I—Animals, food, drink and tobacco; Class II—Raw materials and articles mainly manufactured; Class III—Articles wholly or mainly manufactured:—

Imports into Singapore

	I	II	III	Total
	(Millions of Dollars)			
January	4.1	3.6	2.0	9.7
February	8.9	4.9	4.0	17.8
March	11.4	6.8	8.9	27.1
April	11.2	8.6	9.3	29.1
May	13.3	8.1	9.2	30.6
	48.9	32.0	33.4	114.3

Exports from Singapore

	I	II	III	Total
	(Millions of Dollars)			
January	1.4	5.6	.7	7.7
February	1.9	7.3	.7	9.9
March	1.4	4.8	1.6	7.8
April	2.7	10.8	2.3	15.8
May	5.5	12.2	3.3	21.0
	12.7	40.7	8.6	62.2

Sumatra heads the list of countries from which commodities were imported during May, followed in order by China, the United Kingdom, Australia, Rhio, Java, Siam, Iraq, British India and Hong Kong. The ten principal countries to which produce was exported from Singapore in May were: United States, United Kingdom, British India, Sumatra, Hong Kong, Siam, Java, China, Sarawak and French Indo-China.

Money Plentiful and Goods Scarce

Money in Singapore is in plentiful supply, and the traders have never been richer. Even European importers, who are short of ready cash pending the settlement of war claims, find the necessary credit is available in Malaya. All business with Canada can be transacted, therefore, on a fully secured basis.

Present inflation and black market operations are attributed to the plentiful supply of currency and the shortage of consumer goods. Former white residents, returning to Singapore, are simply astounded at the cost of living. Coolies demand as much as S\$10 per day. Newcomers find it impossible to find accommodation, due principally to the presence of large numbers of army and air force personnel, who are living in requisitioned houses and offices. Hotel rates have risen, as a result, charges being S\$17 per night per bed, with three to a room, S\$20 per night per bed, with two to a room, and S\$30 for a single room.

However, despite the high cost of accommodation and food, and the persistence of such serious limiting factors as the shortage of foreign exchange, building material and consumer goods, the general situation tends to improve. Much remains to be done before Singapore can be restored to its prewar position, as the principal distribution centre for South Asia. Significant developments have taken place in this direction during the twelve months that have elapsed since the liberation of this territory.

Lobsters Sold to Switzerland, Sweden and to Belgium

Experiments made this year in the shipment of live lobsters by air to markets in United States.

Lobster canners in the Northumberland Straits and adjacent sections of the Maritime Provinces are currently offering their fall pack at from \$75 to \$80 per case of eight dozen halves, f.o.b. cannery. They have already made substantial bookings for Sweden, Belgium and Switzerland. Consequently, it is not expected that any large number of lobsters will reach New York markets.

During May and June, the spring pack was offered at from \$60 to \$72.50 per case of eight dozen halves, f.o.b. cannery. Part of the higher asking price range for the fall pack is attributed by New York traders to the recent adjustment of the Canadian dollar to parity with the United States dollar.

The open fall season in the Northumberland Straits closes in October. Thereafter, the lobster fishing season opens progressively around the "South Shore" of Nova Scotia, continuing from November to May. No canning in this section is done, due to the proximity of the United States market, and the bulk of the catch is shipped alive by fast boats to Boston and New York. Experiments were made this year in the shipment of lobsters by air from Prince Edward Island and Nova Scotia. It is possible that the transport of live lobsters by this method will become increasingly common.

Cuba Welcomes Canadian Cattle Carried South by Aircraft

Minister of Agriculture and other officials welcome inaugural shipment of seven purebred Holstein bulls —One calf destined to Puerto Rico—Many difficulties eliminated by more rapid form of transportation.

Air transportation of live stock from Canada to Cuba and Puerto Rico was inaugurated on August 1, when eight purebred Holstein bulls were embarked in a Douglas D.C.3 aircraft at Malton Airport, Toronto. Despite bad weather, which resulted in an enforced landing at Nassau, in the Bahamas, the plane reached Havana sixteen hours after leaving the Queen City. Seven of the calves, averaging nine months, were purchased by the Cuban Minister of Agriculture, who was present with his Deputy Minister and a number of other officials to receive this important shipment. The eighth bull, consigned to a private breeder in Puerto Rico, reached San Juan by air the same day.



Canadian Holsteins boarding a plane at Malton, Ontario, for Cuba and Puerto Rico. This is the first shipment of cattle to leave Canada by air, and marks the opening of a new avenue for fast shipment of freight between this country and Latin America.

This high-class live stock, which made the flight without incident, was being imported to improve the strain of herds in Cuba and Puerto Rico. Their transportation by air eliminated many of the difficulties involved in the exportation of cattle from Canada to Latin American countries. Instead of loading the animals aboard cattle cars for transfer to the port of embarkation, the erection of stalls aboard ship, the provision of sufficient feed for a long ocean voyage and trained personnel to tend the live stock en route, the movement was completed in a single operation.



Eight Holstein bulls arriving at Havana, where a large crowd was on hand to greet them, including the Cuban Minister of Agriculture.

Besides reducing the travelling time to a matter of hours, air transportation eliminated a relatively slow journey through the tropics, where the heat and motion of the ship have a detrimental effect on the condition of cattle. As a result of this development, they arrived at their destination in practically the same condition as that in which they left Canada. It was estimated that, taking all factors into consideration, the total cost of the air shipment was practically the same as if the transfer was made by surface craft.

Hays Limited, of Calgary and Brampton, was responsible for making this inaugural shipment by air. During the same week, this firm shipped 140 head of cattle to Great Britain, 63 to Colombia, 50 to Chile, 32 to Mexico, two to Ecuador and one each to Brazil and Argentina. With seven proceeding to Cuba and one to Puerto Rico, a total of 297 head was shipped to eight countries.

Trading With Netherlands East Indies and Indo-China Resumed

Difficulties may be encountered, due to shortage of shipping and foreign exchange and communication problems.

Trading may be resumed with persons residing in the Netherlands East Indies, effective August 22, 1946, permission to this effect having been granted by the Secretary of State for Canada. Any person engaging in such trade shall not be deemed to be trading with the enemy, but they are advised that, owing to the shortage of shipping and foreign exchange, and communication problems, difficulties may be encountered.

This permission shall apply only to transactions entered into after August 22, and any property which shall have been vested in the Secretary of State shall continue to be so vested.

Trading may be resumed with persons residing in Indo-China, effective August 22, 1946, permission to this effect having been granted by the Secretary of State for Canada. Any person who engages in such trade shall not be deemed to be trading with the enemy, but they are advised that, owing to the shortage of shipping and foreign exchange, and communication problems, difficulties may be encountered.

This permission will apply only to transactions entered into after August 22, and any property which shall have been vested in the Secretary of State shall continue to be so vested.

Foreign Trade Enquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

102. **Chile**—Borax de Chile Limitada, Casilla 1473, Santiago, Chile, have expressed interest in importing from Canada the following products: Filters for the chemical industry; anti-acid pumps; centrifugal machinery for washing and drying salts; electrogen groups. File C.E. 244.
103. **Chile**—Requena & Cia, Ltda., Casilla 1354, Santiago, Chile, have expressed interest in importing, and securing the representation for the following Canadian products: Mining, agricultural and industrial machinery; steel cables of all types; radios and spare parts; electric refrigerators and washing-machines; lanterns and batteries; electric bulbs; fluorescent tubes and material; electric articles and material in general; surgical instruments; aseptic furniture and equipment for clinics and hospitals; material for laboratories. File: C.E. 252.
104. **Chile**—Broom, Ashlin Engineering Co. Ltd., Casilla 910, Valparaiso, Chile, have expressed interest in importing, and securing the representation of the following Canadian products: Water meters; electric motors; diesel engines; mining and special steels; woodworking machinery; machine tools; steel wire and manila ropes; boiler and steam plants; insulation materials (nylon). File: C.E. 245.
105. **French Morocco**—Maurice Peschel, 15 rue d'Arras, Casablanca, a general importer, wishes to handle agencies in his territory for Canadian products. No specific products are mentioned in his inquiry. File: 24456.
106. **Australia**—Victor E. Murphy, 687 Rathdown St., North Careton, Melbourne, former R.A.A.F. officer, trained in Canada, wishes to represent Canadian manufacturers, and is particularly interested in agencies for leather and rubber goods. File: 24196.
107. **Brazil**—Messrs. S.A. Escritorio de Representacoes Emile H. Staub, Rua Visconde de Inhauma 46, Rio de Janeiro. This firm, well reported on, has expressed interest in acting as import agent for Canadian manufacturers of the following: Automotive accessories, parts and tools; "packaged" air-conditioning units for rooms; domestic appliances and equipment, including both major and small appliances; electric water heaters; sewing machines; bathroom scales; oven glassware; kitchen utensils; enamelled and aluminium kitchen ware; electric food mixers; electric fans; electric clocks; radio parts and accessories; photographic cameras and materials; amateur motion picture cameras; thermos bottles; outboard motors; electric lighting and generating sets; hunting arms and ammunition. File: 24561.

Trade and Tariff Regulations

Brazil Imposes Ban on Exports

Rio de Janeiro, August 24, 1946 (FTS).—Exports from Brazil of “articles of prime necessity and leather and lumber or plywood” are prohibited under a decree law published here yesterday. This decision of the Government was unexpected, and it is not yet possible to determine the effect this will have on commercial relations with Canada and other countries.

The Minister of Finance will determine which articles should be considered of “prime necessity”. Until the Ministers of Agriculture and of Finance have surveyed the situation respecting individual commodities involved, they will remain under an export ban. The Minister of Finance will decide whether existing commitments to other nations and to U.N.R.R.A. can be met.

Southern Rhodesia Lifts Controls

Johannesburg, August 24, 1946 (FTS).—Effective August 16, the Government of Southern Rhodesia has removed from the list of commodities requiring permits, when imported into Southern Rhodesia: Wire cables, ropes, strands and single-furrow ploughs, under 120 pounds in weight, including spares and attachments.

U.S. Acts for Philippines

Pending the establishment of a Philippine Foreign Service, the Philippine Government has requested that of the United States to represent Philippine interests in foreign countries. It is specifically requested that the United States Government provide for:—

- (a) Certification of invoices.
- (b) Issuance of Philippine passports and visas to aliens proceeding to the Philippines.
- (c) Extension of the usual notarial and consular services to Philippine vessels and seamen.
- (d) Repatriation and financial assistance to destitute citizens of the Philippines abroad.
- (e) Administration of estates of deceased Philippine citizens abroad.

In connection with the certification of invoices, an American consular officer will act in much the same manner as before the Philippines were given their independence.

United States diplomatic missions and consular officers are authorized to perform services requested by the Philippine Government to the extent that local conditions permit.

Value of Swedish Krona Increases

Effective July 13, 1946, the international value of the Swedish krona was increased 14 per cent by the Swedish Riksbank, which then established new foreign exchange rates. Thus, the dollar is now valued at 3.60 kr., as compared with the previous rate of 4.20 kr., which was established in September, 1939. The pound sterling is now valued at 14.50 kr., as against 16.95 kr., which rate has been in effect since January, 1940.

Commenting on the revaluation of Swedish currency in the *World's Paper Trade Review*, of August 2, N. E. Ihre, Swedish Consul-General and Counsellor of the Swedish Legation in London, declared that "this measure was taken in order to support price stabilization in Sweden, and was necessitated by the latest events in the international price field." Mention is made of the fact that, in particular, the appreciation of the Canadian dollar led to considerable pressure on the Swedish foreign exchange market.

Tension between the Swedish internal price level and international price movements had been felt for some considerable time, Mr. Ihre added, and had compelled Sweden to institute export equalization duties on the export of timber. Under this system, the Swedish timber exporter had to pay the State a certain fee, based on the difference between the international price level and the domestic price.

The *Review* quotes *Svensk Pappersmasse-Tidning* as saying that the revaluation will make it more difficult for Swedish export industries to sell their products abroad. It adds that, except for the United Kingdom and the United States, goods for most countries are sold in Swedish kronor, and such sales should not be affected by the altered rate of exchange.

Prosperous Conditions Prevail In South Sea Islands of Fiji

Presence of troops in the archipelago during war contributed to favourable financial position of Colony.

By P. V McLane, Commercial Secretary for Canada

Auckland, New Zealand, August 24, 1946.—Conditions continued prosperous in Fiji during 1945, due largely to the presence in the Colony of a large number of troops. The value of Fiji's foreign trade was maintained at a level approximating that of preceding years, amounting in 1945 to £4·8 millions, compared with £4·6 millions in 1944 and with £5·1 millions in 1943. Both import and export values continued steady, the former having a value of £2·6 millions and the latter a value of £2·2 millions.

Comparative Trade Figures

Year	Imports	Exports £'000,000 (Fiji)	Total
1941	2.2	2.5	4.7
1942	2.2	3.1	5.3
1943	2.7	2.4	5.1
1944	2.6	2.0	4.6
1945	2.6	2.2	4.8

Industrial Production Improves

Sugar—Production of sugar cane, which in 1945, as in the previous year, was below 50 per cent of normal, is expected to improve following the receipt recently of new stocks of fertilizer.

Bananas—Under more favourable conditions, including the provision of adequate shipping facilities, exports of bananas, particular to New Zealand, should increase beyond the 1945 value of £42,954 which compares with £18,565 in 1944.

Canned Pineapples—A heavy falling-off in exports of canned pineapples during the war years from a value of £25,630 in 1941 to £19 in 1944, largely due to a shortage of tins, was partly made up in 1945, when the value of exports was £7,850.

Rice—It is expected that production of rice in 1946 will substantially exceed the figure of 16,000 tons recorded for 1945.

Dairy Products—Production of butter in 1945, totalling 589,737 pounds, was 33,610 pounds less than the figure for 1944. In addition to butter, 6,954 pounds of ghee were produced, a marked reduction as compared with an average output of 45,231 pounds for the preceding five years.

Rubber—In the five-year period, 1941 to 1945, exports of rubber were highest in 1943, when they totalled 243,946 pounds (£27,404). This was an increase over the figure of 200,121 pounds (£9,034) for 1941 and also above that for 1945 of 237,674 pounds (£24,486).

Gold—During 1945, Fijian production of gold amounted to 94,864 fine ounces, of which 72,726 ounces (£694,956) were exported as against 44,712 ounces (£426,452) in 1944 and 17,107 ounces in 1936. Silver exports totalled 25,700 ounces (£3,048), as compared with 10,794 ounces (£1,263) in the preceding year.

In December, 1945, company taxation was increased from 5s. to 6s. 3d. in the pound, and substantial increases were made in personal income tax, particularly in the higher brackets.

A chargeable income of £3,000 is assessed a normal tax of 4s. 3d. and surtax of 2s. 6d., equal to 6s. 9d. in the pound.

Transport Board in Northern Ireland Proves Profitable

Traffic increased during the war—Over 72 million passengers and two million tons of freight carried in twelve-month period.

By E. L. McColl, Canadian Trade Commissioner

Belfast, August 17, 1946.—Over 72 million passengers and almost two million tons of freight were carried during the twelve months ended September 30, 1945, by the Northern Ireland Transport Board. Profit accruing from these operations amounted to £331,068. Increased traffic during the war improved the financial position of the railways, though there was an increase in the cost of operation. Coal, of which consumption amounts to 250,000 tons a year, has risen in price by almost 200 per cent, while the cost of other materials has increased from 40 to 100 per cent. Since 1938, the general level of rates and fares has risen approximately 20 per cent, which compares favourably with the percentages by which the cost of other items in trade and industry have increased.

Scheduled passenger services are maintained over 2,250 miles of road in Northern Ireland, while freight services are operated over practically all the 13,000 miles of highway in Ulster. During the war, the only type of bus available was of "utility" design. The Board purchased 175 vehicles of this class, and met its other needs by reconditioning. An addition of 32 to the fleet is expected this year.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

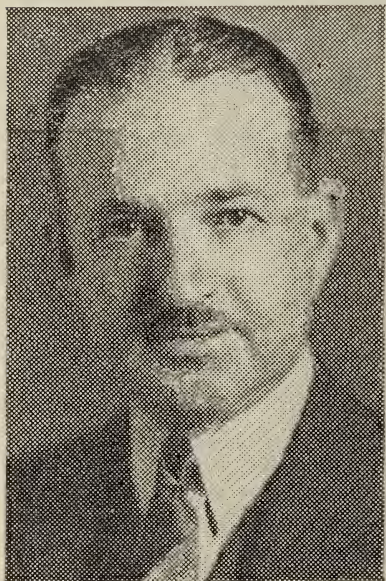
Belleville—Chamber of Commerce.
Brantford—Board of Trade.
Brockville—Chamber of Commerce.
Calgary—Board of Trade.
Galt—Board of Trade.
Gananoque—Chamber of Commerce.
Guelph—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kentville—Board of Trade.
Kingston—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Montreal—Montreal Board of Trade.

Preston—Board of Trade.
Quebec City—Board of Trade.
Renfrew—Board of Trade.
Saint John—Board of Trade.
Stratford—Board of Trade.
Toronto—Can. Manufacturers' Association.
Vancouver—Can. Manufacturers' Association.
Victoria—Dept. of Trade and Industry.
Welland—Board of Trade.
Windsor—Chamber of Commerce.
Winnipeg—Can. Manufacturers' Association.

Maurice Bélanger, commercial secretary, Canadian Embassy, Rio de Janeiro, will resume his Canadian tour in Ottawa on September 16.

Richard Grew, recently trade commissioner at Cairo, will commence his Canadian tour in Victoria on September 20. His territory included the Sudan, Palestine, Cyprus, Iraq, Syria, Iran and Turkey.

K. F. Noble, formerly trade commissioner at Sydney, where his territory included the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies, commenced his Canadian tour in Ottawa on August 22. On the conclusion of his tour, Mr. Noble will take up the post of trade commissioner at Hong Kong.



H. L. Brown, recently returned from Johannesburg, South Africa, where he was trade commissioner, began his Canadian tour in Toronto on July 15. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo.

M. J. Vechsler, of Ottawa, formerly trade commissioner in Chile, resumed his Canadian tour in Edmonton on September 5. He has been appointed trade commissioner at Liverpool, where his territory will include the Midlands, the North of England and Wales. Mr. Vechsler will take up this post on the conclusion of his tour.

Paul Sykes, who has recently returned from Bombay, India, commenced his tour at Kingston, Ont., on July 15. His territory included Burma and Ceylon.

Their itineraries are as follows—

Maurice Bélanger

(Commercial Secretary, Canadian Embassy, Rio de Janeiro)

Ottawa—September 16.	Windsor—September 20-21.
Gananoque—September 17.	Kitchener—September 23.
Brockville—September 17.	Calgary—September 26.
Kingston—September 18.	Vancouver—September 28-October 5.
Belleville—September 18.	Winnipeg—October 8-10.
Brantford—September 19.	Ottawa—October 13.

H. L. Brown

(Recently Trade Commissioner at Johannesburg)

Montreal—September 5-19.	Stratford—September 30.
Ottawa—September 19-21.	Kitchener—October 1-2.
Galt—September 23-24.	Guelph—October 3.
Preston—September 25.	Winnipeg—October 5-10.
Brantford—September 26.	Vancouver—October 14-26.
London—September 27-28.	Victoria—October 28.

Richard Grew

(Recently Trade Commissioner at Cairo)

Victoria—September 29.	Kelowna—September 30.
Vancouver—September 23-28.	Winnipeg—October 3.

K. F. Noble

(Appointed Trade Commissioner at Hong Kong)

Quebec City—September 7-9.	Toronto—September 30-October 12.
Montreal—September 10-23.	Hamilton—October 14-15.
Granby—September 24.	Welland—October 16.
Ottawa—September 25.	London—October 18.
Renfrew—September 26.	Windsor—October 19-21.
Kingston—September 27.	Kitchener—October 23.
Belleville—September 28.	

Paul Sykes

(Recently Trade Commissioner at Bombay)

Saint John—September 10.	Halifax—September 13.
Black's Harbour—September 11.	Kentville—September 14.

M. J. Vechsler

(Appointed Trade Commissioner at Liverpool)

Vancouver—September 7-17.	Winnipeg—September 23.
Victoria—September 18-19.	Ottawa—September 25.

Peaches May Be Shipped Without Permit

Effective August 31, 1946, export permits will no longer be required for the shipment of fresh peaches, this item having been deleted from the Export Control Schedule of Commodities.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the company or agent indicated.

Departures from Montreal

* Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator
Africa-East—			
Lourenco Marques...	September 20-28	<i>Empire Daring</i>	Elder Dempster
Lourenco Marques...	October 1-9	<i>Cabano</i>	Elder Dempster
Africa-South—			
Cape Town.....	Aug. 31—Sept. 10	<i>Chandler</i>	Elder Dempster
Port Elizabeth.....	September 2-9	<i>Lakeside Park</i>	Montreal Shipping
East London.....	September 10-20	<i>Cottrell</i>	Elder Dempster
Durban.....	September 18-25	<i>Empire Magpie</i>	Montreal Shipping
	September 20-28	<i>Empire Daring</i>	Elder Dempster
	October 1-9	<i>Cabano</i>	Elder Dempster
Argentina—			
Buenos Aires.....	September 12-14	<i>Fort Panmure</i>	Furness Withy
Buenos Aires.....	September 27-30	<i>Fort Columbia</i>	Furness Withy
Australia—			
Brisbane.....	September 7	<i>Port Campbell</i>	M.A.N.Z. Line
Sydney.....			
Melbourne.....			
Brisbane.....	September 25	<i>Kaipooki</i>	M.A.N.Z. Line
Sydney.....			
Geelong.....			
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	September 7-14	<i>Marchport</i>	March Shipping
Antwerp.....	September 19-21	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	September 20	<i>Carmeljell</i>	Brock Shipping
Antwerp.....	September 20	<i>Grey County</i>	Canada Steamships
Antwerp.....	September 25-30	<i>Mont Clair</i>	Montreal Shipping
Antwerp.....	September 23-27	<i>Flint 2</i>	Canada Steamships
Antwerp.....	Late September	<i>Marchdale</i>	March Shipping
Antwerp.....	October 4-6	<i>Prins Willem Van Oranje</i>	Shipping Limited

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator
Belgium—Con.			
Antwerp.....	October 6-9	<i>Grey County</i>	County Line
Antwerp.....	October 10-12	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	Late October	<i>A Ship</i>	Shipping Limited
Antwerp.....	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited
Antwerp.....	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	November 14-16	<i>Prins Maurits</i>	Shipping Limited
Brazil—			
Rio de Janeiro.....	September 11-14	<i>Fort Panmure</i>	Furness Withy
Santos.....	September 27-30	<i>Fort Columbia</i>	Furness Withy
Br. Honduras—			
Belize.....		<i>A Ship</i>	Saguenay Terminals
Ceylon—			
Colombo.....	September 27	<i>City of Florence</i>	McLean Kennedy
China—			
Shanghai.....	September 24	<i>City of Yokohama</i>	McLean Kennedy
Colombia—			
Barranquilla.....		<i>A Ship</i>	Saguenay Terminals
Costa Rica—			
Port Limon.....		<i>A Ship</i>	Saguenay Terminals
Cuba—			
Havana.....		<i>A Ship</i>	Saguenay Terminals
Curaçao.....		<i>A Ship</i>	Saguenay Terminals
Egypt—			
Alexandria.....	September 27	<i>City of Florence</i>	McLean Kennedy
Port Said.....			
Eire—			
Dublin.....	September 20-24	<i>Lord Glentoran</i>	Head Line
Dublin.....	September 18-21	<i>Irish Elm</i>	Shipping Limited
France—			
Channel Ports.....	September 3-7	<i>*Fort Orleans</i>	Montreal Shipping
Germany—			
Hamburg.....	September 7-14	<i>Marchport</i>	March Shipping
Hamburg.....	September 25-30	<i>Mont Clair</i>	Montreal Shipping
Guatemala—			
Puerto Barrios.....		<i>A Ship</i>	Saguenay Terminals
Greece—			
Piraeus.....		<i>A Ship</i>	Montreal Shipping
Holland—			
Rotterdam.....	September 7-14	<i>Marchport</i>	Montreal Shipping
Rotterdam.....	September 8-12	<i>Winsum</i>	Shipping Limited
Rotterdam.....	September 19-21	<i>Prins Maurits</i>	Shipping Limited
Rotterdam.....	September 20	<i>Grey County</i>	Canada Steamships
Rotterdam.....	September 20	<i>Carmelfjell</i>	Brock Shipping
Rotterdam.....	September 23-27	<i>Flint 2</i>	Canada Steamships
Rotterdam.....	September 25-30	<i>Mont Clair</i>	Montreal Shipping
Rotterdam.....	October 4-6	<i>Prins Willem Van Orange</i>	Shipping Limited
Rotterdam.....	October 6-9	<i>Grey County</i>	Canada Steamships
Rotterdam.....	October 10-12	<i>Prins Willem IV</i>	Shipping Limited
Rotterdam.....	Late October	<i>A Ship</i>	Shipping Limited
Rotterdam.....	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited
Rotterdam.....	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Rotterdam.....	November 14-16	<i>Prins Maurits</i>	Shipping Limited
Honduras—			
La Ceiba.....		<i>A Ship</i>	Saguenay Terminals
Hong Kong.....	September 24	<i>City of Yokohama</i>	McLean Kennedy

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator
India—			
Karachi.....	September 27	<i>City of Florence</i>	McLean Kennedy
Bombay.....			
Madras.....			
Calcutta.....			
Mediterranean—			
Central Area.....	September 1-10	A Ship	McLean Kennedy
Central Area.....	September 15-25	<i>Oceanside</i>	Montreal Shipping
Central Area.....		<i>Fort Yukon</i>	Montreal Shipping
Mexico—			
Vera Cruz.....		A Ship	Canadian National
Newfoundland—			
St. John's.....	September 8-10	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	September 13-16	<i>Ashleaf</i>	Shaw Steamships
St. John's.....	September 17-19	<i>Elgin</i>	Nfld Canada S.S.
Corner Brook.....	September 7-9	<i>Keydon</i>	Clarke Steamships
New Zealand—			
Auckland.....	September 7	<i>Kaikoura</i>	M.A.N.Z. Line
Wellington.....			
Lyttleton.....			
Dunedin.....			
Northern Ireland—			
Belfast.....	September 30	<i>Torr Head</i>	McLean Kennedy
Panama—			
Cristobal.....		A Ship	Saguenay Terminals
Philippines—			
Manila.....	September 24	<i>City of Yokohama</i>	McLean Kennedy
Puerto Rico—			
San Juan.....		A Ship	Saguenay Terminals
San Domingo—			
Ciudad Trujillo.....		A Ship	Saguenay Terminals
Scandinavia—			
Baltic Ports.....	Early September	<i>Rutenfjell</i>	J. Brock Shipping
Baltic Ports.....	September 9-14	<i>Sparreholm</i>	Swed. Amer. Mexico
Baltic Ports.....	September 18	<i>Svanefjell</i>	Brock Shipping
Baltic Ports.....	Sept. 30—Oct. 3	<i>Stegesholm</i>	Swed. Amer. Mexico
United Kingdom—			
Avonmouth.....	September 7-14	<i>Delilian</i>	Donaldson Atlantic
Avonmouth.....	September 11-14	<i>Pacific Exporter</i>	Furness Withy
Avonmouth.....	September 26	<i>Boston City</i>	Cairn-Thomson
Bristol.....	September 19	<i>Pacific Exporter</i>	Furness Withy
Glasgow.....	September 7-14	<i>Delilian</i>	Donaldson Atlantic
Glasgow.....	September 17-24	<i>Salacia</i>	Donaldson Atlantic
Hull.....	September 10-14	<i>Samdel</i>	Ellerman Wilson
Hull.....	September 30	<i>Bassano</i>	Ellerman Wilson
Leith.....	September 14	<i>Cairnavon</i>	Cairn-Thomson Line
Liverpool.....	September 2-9	<i>Cavina</i>	Cunard White Star
Liverpool.....	September 10-14	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	September 20-24	<i>Lord Glentoran</i>	Head Line
Liverpool.....	September 30	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	October 4-11	<i>Valacia</i>	Cunard White Star
Liverpool.....	October 12	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	October 19	<i>Beaverford</i>	Canadian Pacific
London.....	September 2-9	<i>Fort Spokane</i>	Cunard White Star
London.....	September 5-10	<i>Elysia</i>	Canadian Pacific
London.....	September 10-14	<i>Tortuguero</i>	Canadian Pacific
London.....	September 20	<i>Carmeljell</i>	Brock Shipping
London.....	September 20-26	<i>Bayano</i>	Cunard White Star
London.....	October 2	<i>Beaverdell</i>	Canadian Pacific
London.....	October 11	<i>Beaver Glen</i>	Canadian Pacific

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator
United Kingdom—Con.			
Manchester.....	September 12	<i>Manchester Shipper</i>	Furness Withy
Manchester.....	September 11-18	<i>Manchester Commerce</i>	Furness Withy
Manchester.....	October 3	<i>Manchester City</i>	Furness Withy
Newcastle.....	September 14	<i>Cairnavon</i>	Cairn-Thomson
Newcastle.....	September 17	<i>Cairnesk</i>	Cairn-Thomson
Uruguay—			
Montevideo.....	September 12-14	<i>Fort Panmure</i>	Furness Withy
Montevideo.....	September 27-30	<i>Fort Columbia</i>	Furness Withy
Venezuela—			
La Guaira.....	}	A Ship	Saguenay Terminals
Maracaibo.....			
West Indies—			
Antigua.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Antigua.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Antigua.....	September 18-23	* <i>Chomedy</i>	Canadian National
Antigua.....	October 20-25	* <i>Colborne</i>	Canadian National
Antigua.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Antigua.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Antigua.....	October 17-25	A Ship	Alcoa Steamships
Barbados.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Barbados.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Barbados.....	September 18-23	* <i>Chomedy</i>	Canadian National
Barbados.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Barbados.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Barbados.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Barbados.....	October 17-25	A Ship	Alcoa Steamships
Barbados.....	October 20-25	* <i>Colborne</i>	Canadian National
Bermuda.....	September 4-9	* <i>Canadian Observer</i>	Canadian National
Bermuda.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Bermuda.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Bermuda.....	September 25-29	* <i>Cartier Park</i>	Canadian National
Bermuda.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	October 3-7	* <i>Maisonneuve Park</i>	Canadian National
Bermuda.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Bermuda.....	October 17-25	A Ship	Alcoa Steamships
Bermuda.....	October 20-24	* <i>Canadian Observer</i>	Canadian National
Br. Guiana.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Br. Guiana.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Br. Guiana.....	September 18-23	* <i>Chomedy</i>	Canadian National
Br. Guiana.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Br. Guiana.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Br. Guiana.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Br. Guiana.....	October 17-25	A Ship	Alcoa Steamships
Br. Guiana.....	October 20-25	* <i>Colborne</i>	Canadian National
Dominica.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Dominica.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Dominica.....	October 20-25	* <i>Colborne</i>	Canadian National
Grenada.....	September 7-25	<i>Alcoa Puritan</i>	Alcoa Steamships
Grenada.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Grenada.....	September 18-23	* <i>Chomedy</i>	Canadian National
Grenada.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Grenada.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Grenada.....	October 17-25	A Ship	Alcoa Steamships
Grenada.....	October 20-25	* <i>Colborne</i>	Canadian National
Jamaica.....	September 25-29	* <i>Cartier Park</i>	Canadian National
Jamaica.....	October 3-7	* <i>Maisonneuve Park</i>	Canadian National
Jamaica.....	October 20-24	* <i>Canadian Observer</i>	Canadian National
Montserrat.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Montserrat.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Montserrat.....	October 20-25	* <i>Colborne</i>	Canadian National
Nassau.....	September 25-29	* <i>Cartier Park</i>	Canadian National
Nassau.....	October 3-7	* <i>Maisonneuve Park</i>	Canadian National
Nassau.....	October 20-24	* <i>Canadian Observer</i>	Canadian National

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator
St. Kitts.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Kitts.....	September 17-25	<i>Alcoa Planter</i>	Alcoa Steamships
St. Kitts.....	September 18-23	* <i>Chomedy</i>	Canadian National
St. Kitts.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Kitts.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Kitts.....	October 17-25	A Ship	Alcoa Steamships
St. Kitts.....	October 20-25	* <i>Colborne</i>	Canadian National
St. Lucia.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Lucia.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
St. Lucia.....	September 27-30	* <i>Lorne Park</i>	Canadian National
St. Lucia.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Lucia.....	October 17-25	A Ship	Alcoa Steamships
St. Lucia.....	October 20-25	* <i>Colborne</i>	Canadian National
St. Vincent.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Vincent.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
St. Vincent.....	September 27-30	* <i>Lorne Park</i>	Canadian National
St. Vincent.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Vincent.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Vincent.....	October 17-25	A Ship	Alcoa Steamships
St. Vincent.....	October 20-25	* <i>Colborne</i>	Canadian National
Trinidad.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Trinidad.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Trinidad.....	September 18-23	* <i>Chomedy</i>	Canadian National
Trinidad.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Trinidad.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Trinidad.....	October 17-25	A Ship	Alcoa Steamships
Trinidad.....	October 20-25	* <i>Colborne</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the above table, the following departures are listed by operators:—

Destination	Loading Date	Vessel	Operator
Iceland— Reykjavik.....	September 15-20	<i>Salmon Knot</i>	F. K. Warren Ltd.
Newfoundland— St. John's.....	September 11-13	<i>Savoy</i>	Newfoundland Can. SS.
St. John's.....	September 13-16	<i>Fort Amherst</i>	Furness Withy
St. John's.....	September 20-23	<i>Fort Townshend</i>	Furness Withy
United Kingdom— Southampton.....	September 26	<i>Aquiltania</i>	Cunard White Star

Departures from Vancouver

Destination	Loading Date	Vessel	Operator
Africa— Cape Town.....	September 15 Late September	<i>Limburg</i> <i>Lloydcrest</i>	Dingwall Cotts Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
Lourenco Marques.....			
Argentina— Buenos Aires.....	Late September November	<i>Heranger</i> <i>Hardanger</i>	Empire Shipping Empire Shipping
Buenos Aires.....			

Departures from Vancouver—Con.

Destination	Lodaing Date	Vessel	Operator
Australia—			
Brisbane.....	Mid-September	<i>Wairuna</i>	Canadian Australasian
Sydney.....	September 30	<i>Boogabilla</i>	Empire Shipping
Melbourne.....	Late September	<i>Rabaul</i>	W. R. Carpenter
	October 23	<i>Boolongena</i>	Empire Shipping
Hobart.....			
Melbourne.....	September 25	<i>Wairuna</i>	Canadian Australasian
Sydney.....			
Melbourne.....			
Sydney.....	October 10	<i>Waitemata</i>	Canadian Australasian
Belgium—			
Antwerp.....	Late September	<i>Argentina</i>	Gardner Johnson
Burma—			
Rangoon.....	September 8	<i>Poelau Laut</i>	Dingwall Cotts
China—			
Shanghai.....	Late September	<i>Winnipegosis Par</i>	Seaboard Shipping
Shanghai.....	September 18	<i>Greengables Park</i>	Anglo Canadian
Shanghai.....	September 12	<i>Lake Nipigon</i>	Canada Shipping
Tsingtao.....	October	<i>Vingnes</i>	Empire Shipping
Hawaii—			
Honolulu.....	September 9	<i>Sea Skimmer</i>	Dingwall Cotts
Holland—			
Rotterdam.....	Late September	<i>Argentina</i>	Gardner Johnson
Hong Kong	September 12	<i>Lake Nipigon</i>	Canada Shipping
India—			
Calcutta.....	September 8	<i>Poelau Laut</i>	Dingwall Cotts
Mediterranean—			
Central Area.....	Early September	A Ship	Empire Shipping
Mexico		A Ship	Johnston Walton
Netherlands East Indies	September 8	<i>Poelau Laut</i>	Dingwall Cotts
New Zealand—			
Auckland.....	Mid-September	<i>Wairuna</i>	Canadian Australasian
Wellington.....	October 10	<i>Waitemata</i>	Canadian Australasian
Philippines—			
Manila.....	September 8	<i>Poelau Laut</i>	Dingwall Cotts
South Africa	Early September	<i>Limburg</i>	Dingwall Cotts
	September 10	<i>Mission Park</i>	Canadian Transport
South America—			
East Coast.....		A Ship	Balfour Guthrie
South Sea Islands—			
Lautoka.....	September 25	<i>Wiaruna</i>	Canadian Australasian
Papete.....	October 10	<i>Waitemata</i>	Canadian Australasian
Rarotonga.....			
Sweden		A Ship	Gardner Johnson
United Kingdom—			
Liverpool.....	September 18	<i>Samdavnless</i>	Furness Line
Liverpool.....	October 11	<i>Samson</i>	Furness Line
London.....	October 11	<i>Samson</i>	Furness Line
West Indies—			
Jamaica.....	Late September	<i>Magister</i>	Canada Shipping

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in respect of shipments to countries in non-sterling areas, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations August 26	Nominal Quotations September 2
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2470	.2465
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0541	.0541
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2084
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3770	.3770
Netherlands East Indies.....	Florin	....	.3770	.3770
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2785	.2785
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0077	.0077
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5983).

Commodity Officers—

Foods—

Live stock and products, fish and products, H. A. Gilbert (2380).

Plants and products, G. F. Clingan (7523).

Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals—

Iron and steel products, T. S. Walsh (4082).

Non-ferrous metals and non-metallic minerals, A. M. Tedford (4160).

Chemicals and allied products, S. G. Barclay (7886).

Machinery and industrial equipment, C. J. Gardner (4082).

Electrical machinery and equipment, A. S. MacRae (7601).

Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber—

Textiles and apparel, G. R. Poley and J. U. Curtis (3004).

Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper—

Wood and products, G. H. Rochester (6974).

Paper and products, E. Clarke and N. R. Chappell (6974).

General Products—

General products, W. H. Grant (3209).

Miscellaneous products, P. G. Jones (4160).

Durable consumer-goods, E. L. Smith (7601).

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Exporters' Directory—

E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417, 7163, 7953); Assistant Director, C. F. McGinnis.

Investigation Section—Chief, C. F. McGinnis and A. C. Fairweather.

Enquiry Section—H. B. Scully and G. C. Clarke.

Importers' Directory—Miss M. E. Adams.

Trade Services Directory—A. L. Langdon.

Import Controls and Foreign Export Controls—W. G. Hopkins.

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5648).

Commercial Relations Division—Director, H. R. Kemp (5151); Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819).

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, S. L. Tilley (6394).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in twenty-eight British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA.

Export Credits Insurance Corporation, of which H. T. Aitkin is Chief Executive Officer. It provides exporters with protection against the principal risks of loss in their foreign trade transactions, such as the insolvency of a foreign buyer, protracted delay

in payments by the purchaser or complete default, and transfer difficulties involving the delivery of funds to the exporter. Cable address—Excredeorp.

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries.

CANADIAN GOVERNMENT TRADE COMMISSIONERS

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—
Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).

Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Métropole, 7th Floor, Av. Presidente Wilson 165.

British India

Acting Trade Commissioner. Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

British Malaya

ARTHUR WILDING, Canadian Commercial Agent. Address for letters: Room D-2, Union Building, Singapore.

Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India.

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.
Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building.
Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Of. No. 523.
Territory includes Republic of Panama, the Canal Zone, Nicaragua, and Costa Rica.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.
Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

RICHARD GREW. Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.
Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Hong Kong

Acting Trade Commissioner. Address for letters—% Passenger Department, Canadian Pacific Railway Company.

Ireland

E. L. MCCOLL, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

CANADIAN GOVERNMENT TRADE COMMISSIONERS—*Concluded*

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Territory includes Guatemala, Honduras, and Salvador.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 33, Auckland. Office—Yorkshire House, Shortland Street.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Orange Free State, the Rhodesias, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, Cantracom.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province and Southwest Africa, Natal, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, Cantracom.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, Canadian Stockholm.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: H. L. E. PRIESTMAN, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England and East Anglia.

Cable address, Sleighing, London.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucum.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—8° Piso, Edif. America, Esq., Veroes, Caracas.

Territory includes Netherlands West Indies.

Commercial Intelligence Journal

Vol. LXXV

OTTAWA, SEPTEMBER 14, 1946

No. 2224



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Subscribers are requested to renew their subscriptions to the *Commercial Intelligence Journal* on receipt of a notice from the King's Printer, Government Printing Bureau, Ottawa. Renewal notices will be mailed to subscribers four weeks prior to the expiry date of their subscriptions. If no reply has been received by this date, the name of the subscriber will be removed from the mailing list on the assumption that he no longer wishes to receive this publication.

The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, SEPTEMBER 14, 1946

PUBLISHED WEEKLY BY
FOREIGN TRADE SERVICE

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COVER SUBJECT—Headquarters of the Foreign Trade Service, Department of Trade and Commerce, in Ottawa. This is known as the "West Block", being the most westerly of the group of government buildings on Parliament Hill. The Parliament Buildings occupy the centre of this group, while the Department of External Affairs is housed in the "East Block". Beyond the "West Block" flows the Ottawa River, while the Gatineau Hills extend into the distance.

Three Million New Homes Needed In United States Immediately

Housing Expediter appointed in February to formulate and enforce drastic measures—Program provides for 1,200,000 new dwellings this year and 2,700,000 by end of 1947—Ten million buildings below standard and should be demolished—Mass domestic migration, war weddings and rapid demobilization contribute to housing shortage—Emergency legislation passed.

By B. J. Bachand, Assistant Commercial Secretary, Canadian Embassy

(Ed.—This is the first of two articles on the present housing situation in the United States. The second, pertaining specifically to materials required by the building industry, will be published on September 21.)

Washington, D.C., August 31, 1946.—Accommodation will be required by the end of this year for some 4,600,000 families in the United States, where it is estimated that no more than 1,000,000 units will be available to meet this emergency. The housing shortage, due in part to the long-term situation, but in the main to conditions arising from the war, is more serious than at any time in the history of this country. The shortage will probably reach its most acute stage during the next few months, but is expected to shrink in the spring of 1947. The crisis will not end, however, until after three million new houses have been built.

Every city, town and many villages have experienced this situation. On the West Coast, fuselages of unfinished bombing planes have been used for accommodation. Houses in former mining towns have been moved by trailer truck to overpopulated areas hundreds of miles away. Tourist camps and motor courts have become permanent residential districts. Old river boats and pleasure yachts have been suggested as homes for war veterans. Grain bins and discarded street cars have been sold for use as living quarters.

Many Families Sharing Homes

In October, 1945, two months after the unconditional surrender of Japan, some 1,200,000 families were living doubled up with other families. At that time, the armed forces were demobilizing as many as a million men in a single month. Nearly half of these veterans were married and 50 per cent of these men were forced to double up with other families. Week after week, the situation became more alarming, and as a result of additional weddings, the demand for accommodation increased more rapidly than the supply.

To meet this situation, the Government already had emergency powers under the Second War Powers Act. In addition, various government activities were being undertaken in the housing field, such as mortgage insurance, through the Federal Housing Administration; credit sources, through the Federal Home Loan Bank system; and low-cost public housing, through the Federal Public Housing Authority. Collectively, these were inadequate to meet the emergency. A legislative program was prepared in an effort to solve the problem, as follows:

Congress appropriated \$445,000,000 for the provision of 200,000 temporary housing units.

The Veterans' Emergency Housing Act provided emergency powers to a Housing Expediter, appointed by the President of the United States,

and provided premium payments for scarce materials, market guarantees for new materials and factory-built houses. It also authorized up to two billion dollars in additional insurance of new 90 per cent mortgages on home loans by private lending institutions.

The General Housing Bill, passed by the Senate, has been an essential part of the Veterans' Emergency Housing Program from the beginning. It provides a wide variety of aids to private enterprise in an effort to reduce the costs of homes for the middle-income market, makes possible a large volume of rental units, and authorizes a moderate four-year program of public housing.

Housing Expediter Appointed

President Truman appointed Wilson W. Wyatt Housing Expediter on January 2, 1946, and commissioned him to formulate drastic plans to relieve the extreme pressure. A successful lawyer, forty years of age and wartime mayor of Louisville, Kentucky, Mr. Wyatt achieved prominence in solving housing problems in that city. He presented the President with an aggressive program, seeking the implementation of all-embracing wartime techniques to reach his objectives. This called for the construction of 2,700,000 dwellings by the end of 1947, of which 1,200,000 were to be built this year. In the first year of reconversion, 265,000 more homes were projected than had ever been built in any previous corresponding period. In 1925, the former home-construction peak year in the United States, a total of 935,000 dwellings were erected.

Drastic Measures Introduced

The Housing Expediter advocated a long list of measures, the most important of which were:

Restrictions on commercial and industrial construction, public works and expensive homes, involving a system of priorities and allocations that would channel the bulk of the scarce building materials into houses selling for \$6,000 or less, or renting for \$50 a month or less.

Increased production of building materials through subsidies to producers who exceeded certain quotas, price wage increases, the use of surplus war plants, rapid amortization for plants that are newly built, converted or expanded to produce essential materials, and the underwriting by the government of risks involved in the production of new materials.

A guaranteed market for the manufacture of prefabricated houses.

Restoration of the liberal financing terms that were given to builders of war housing.

Recruiting and training of 1,500,000 additional workers by the middle of 1947.

Federal co-operation and assistance, when necessary, in the development of home sites.

Of the legislative front, Mr. Wyatt had considerable success. On May 22, 1946, the Veterans' Emergency Housing Act, in which most of his recommendations were embodied, was finally approved by Congress.

In order to appreciate the merits of the present program, it may be well to explore the causes of the housing shortage. As indicated in his report to the President on February 7, 1946, Mr. Wyatt explained that the "present housing emergency is the culmination of more than ten peacetime years and four war years, during which an inadequate number of new homes have been constructed."

Ten Million Dwellings Below Standard

Aside from the excessive number of families, which have had to double up with others, there is the question of sub-standard homes. It is estimated that more than 10,000,000 dwellings are in such bad shape that they should be torn down. Most of the people now looking for housing are recently married couples, who were living in their parents' homes before the war. In 1940, there were about 29 million non-farm families in the country. At the end of this year it is estimated there will be about 35 million, an increase of almost 20 per cent in the last six years only in the number of non-farm families needing housing.

Apart from the wartime boom in marriages, the principal cause of the increased demand for housing can be traced to the vast domestic migration set in motion by the war. Approximately four million workers left their homes to work in war plants in other communities. This wartime migration consisted in part of movements from one centre to another, creating acute congestion in some cities and leaving others with a surplus. There was, however, a net addition to non-farm demand in the migration from farms to industrial centres.

The assumption that the war workers would return whence they came has delayed planning of housing in most cities. This theory has proved to be false. Of those who have moved but have not returned to their prewar homes, about half remained within the states where they were located for their war jobs. They went to other towns or cities in quest of work. Others sought entirely new homes, with California drawing more people than any other state. It seems that the war has brought a resumption of the historic American movement from rural to urban areas.

In addition to marriages and migrations, two other factors are causing this heavy demand for new living accommodation—the high level of income and savings, and the record-breaking birth rate of the war years. Much of the present doubling up is being done by families whose funds would be ample, in normal times, for housing of their own, and much of it is being done in families where there are more and more children underfoot.

With demand piling up, the additions to the supply has decreased. During the war, residential building was limited to the needs of war workers. Even before 1940, cities in the United States were underbuilt. In the last fifteen years, as a result of depression and war, the building industry has turned out an annual average of only 330,000 housing units, while the actual needs were for half-a-million or more.

Goal for This Year, 1,200,000 Units

Several estimates of the shortage have been given, ranging for 1946 and 1947 from two to five million housing units. The Housing Expediter's figure of 2,700,000 units available by the end of next year is believed to be the most exact at the present time. Studied in detail, Mr. Wyatt's program is less breath-taking than the naked figure of 2,700,000 houses would seem to be. His goal for 1946 is 1,200,000 units. Of these, some 700,000 will be conventional houses, 250,000 permanent prefabricated homes and homes assembled on the building lot from prefabricated parts and materials, and 250,000 temporary units (200,000 temporary reused war housing and 50,000 trailers). For 1947, Mr. Wyatt is relying entirely on permanent construction—900,000 conventional units and 600,000 prefabricated houses. No temporary units will be built under this program in 1947.

The Expediter's program is somewhat challenging. It requires the conventional housebuilder to achieve a production never attempted in the past, and offers to the prefabricator an opportunity for mass production.

Agriculture and Industry Show New Activity in South Africa

Shelves depleted by purchasing public, despite increased inflow of commodities—Congestion caused in ports and on railways—Tremendous activity noted on stock exchange in mining and industrial shares—Large volume of credit available—Mining discoveries open new vista.

By J. H. English, Commercial Counsellor for Canada

Johannesburg, August 30, 1946.—Agriculture, industry and general business have displayed increasing activity in South Africa during the first six months of the current year. There has been a strong demand for many commodities and, although no import statistics are yet available for this period, it is believed that the amount of produce brought into the country has risen substantially. Purchasing by the public has depleted the shelves of retail stores of essential merchandise. Turnovers have been generally higher, but there has been a recent tendency on the part of merchants to be more cautious in making forward commitments for overseas goods. South African importers have many orders outstanding, though some of these are now being filled in fair volume, causing heavy congestion in the principal ports and on the railways. Greater selectivity on the part of importers is expected during the remainder of the year.

This situation does not apply to the importers of heavy goods, such as iron and steel, machine tools and the like. These goods continue in very short supply, and although some supplies are arriving in fair volume from Great Britain and the United States, there is a strong demand for commodities of this character. Many secondary industries are being hampered by acute shortages of raw materials and essential machinery.

Industrial Expansion Continues

Industrial expansion has continued apace during the first half of the year, and many industrial flotations have taken place. There has been tremendous activity, especially on the stock exchange, in both mining and industrial shares. This was the subject of special comment by the Governor of the South African Reserve Bank, who said recently: "The twin dangers of further inflation and over-speculation and their association with the existing plethora of money call for serious consideration and sober judgment of the principal issues involved." He elaborated in declaring that there were in South Africa most of the requisite phenomena for a highly inflationary situation, such as a superabundance of money, against an insufficient supply of goods; a continuation of the process of rising prices; a continued rise in the cost of living; an abnormal increase in market values of real estate; over-speculation on the stock exchange; and over-activity in flotations.

Large Volume of Credit Available

He cautioned a greater measure of conservation or restraint and deferment of unnecessary purchasing on the part of the general public. At the same time he stated that "one redeeming feature of the present condition of over-speculation in the Union is that it is not based on a considerable volume of credit, either bank credit or other credit." Rather, it is associated with a plethora of money rising largely from savings.

The general business activity as at June 30 can be gauged in some measure by the increase in bank clearings from £84·8 millions in June, 1940, to £156·5 millions at the same time in 1945, and £256·0 millions in June, 1946.

Mining Discoveries Open New Vista

The importance of the gold mining industry to South Africa requires no comments. There was, however, an outstanding development during the period which has changed the outlook for the future. The extensive discoveries of payable gold in the Orange Free State and the coming into payable operation of the now famous Blyvoor Mine on the West Rand have opened up a completely new vista for the whole Union. The gold mining industry has thus been given a new lease of life, which may have a profound effect on the economy of the whole country. In the past six months of 1946, the production of gold in South Africa totalled 5,903,210 fine ounces, compared with 6,115,726 fine ounces for the same period last year. June's production was slightly below the figures for both May, 1946, and June, 1945. Impending labour difficulties with native workers on the Rand may result in a further decline in the immediate future.

Gold Stocks of Union Revalued

During June, two important announcements were made respecting gold, which should be reported. The first was the revaluation of the Union's gold stocks at 172 shillings per fine ounce. The gold coin and bullion held by the Reserve Bank was thereby written up from £126,945,000 to £257,014,000. After certain adjustments, the profit of £18,642,000 which resulted was, in accordance with law, allocated (a) £1 million to the reserve fund of the Bank, (b) £6,700,000 to the Treasury to be used for the purpose of meeting the Union's gold subscription to the International Monetary Fund, and (c) the balance of £10,942,000 to the Public Debts Commissions to be applied for the redemption of debts.

No Sterling Bloc Restrictions

The other interesting point was a statement by the Governor of the Reserve Bank with regard to South Africa's control of its foreign exchange requirements. In this matter, the Governor stated: "With a view to removing certain misconceptions revealed in local and overseas press comments, I wish to emphasize, firstly, that by virtue of its special position the Union is not, and has not been, subject to any restrictions directly associated with the sterling area dollar pool and that it is free to determine its own requirements of foreign currencies".

Government revenue continues to be buoyant and to show increases under all main headings. Customs and excise revenue for the four months ended July 31 increased from £8,196,702 last year to £13,092,715 this year, largely as a result of the steadily increasing imports from overseas. For July alone, the revenue under this head increased by more than £1,000,000, from £2,325,806 last year to £3,436,345 this year.

Posts, telegraphs and telephones increased from £3,388,240 in the four months ended July 31, 1945, to £3,707,611 for the corresponding period of 1946, and inland revenue increased from £14,113,645 last year to £15,394,335 this year. The total for all three heads increased from £25,698,587 last year to £32,194,661 this year. In the same period, expenditure on revenue account dropped from £40,965,289 last year to £38,096,421 this year, and on loan account from £15,766,265 in 1945 to £8,976,407 in 1946.

Mineral Resources of Algeria Enhance National Economy

Iron ore, with low phosphorous content, valued by Great Britain and other countries—Phosphate rock, extending along a wide belt, is a leading export—Development of large coal resources difficult, being distant from railways, in an area short of labour and water, and subject to great heat—Good market for mining, railway and port equipment.

By J. P. Manion, Canadian Trade Commissioner

(Ed.—This is one in a series of articles prepared for the *Commercial Intelligence Journal*, following completion of an economic survey of Algeria, Morocco and Tunisia undertaken by the author.)

Algeria is far from being an industrialized country. Besides its agricultural resources, however, it has one more asset of considerable importance in its economic structure: its fairly extensive mineral resources. Algeria is rich in variety of minerals, if not in quantity and quality. It is probable, nevertheless, that in the latter respect a lack of diamond-drill investigation has prevented a truly extensive study of subsoil possibilities, with the result that many extensive deposits are still undiscovered and unexploited.

Iron Ore Most Important

Among Algeria's mineral resources, iron ore is the most important. The country is the eighth largest producer in the world, and before the war its production reached as high as 3,000,000 tons per year. During the war years, deterioration of equipment reduced potential productive capacity to about 1,780,000 tons per annum, despite efforts by the British to restore production from the better deposits. Some of the Algerian and Tunisian ores are among the richest in the world, ranging from 55 to 61 per cent iron and from 0.9 to 1.5 per cent phosphorus. It is on account of this low phosphorous content that these ores are highly prized in Great Britain and other countries, and are of particular value in the Bessemer process. While production in 1944 was only 782,407 tons, much of the equipment ordered during the period of Anglo-American occupation is now coming into production. It is estimated that 1946 production may reach 1,500,000 tons, most of which is under contract to Great Britain.

Leading Producers Five in Number

Following is a summary of the latest available information on the various mines and mining companies operating in Algeria:

Société de l'Ouenza.—This company is the largest producer in Algeria, its highest output being in 1938, when 1,864,250 tons, or 60 per cent of Algerian production, were extracted. Its principal deposits are at Djebel Ouenza and Djebel bou Kadra. Ores are exported through the port of Bône, where special loading facilities have been installed. Reserves of ore in this range, which also includes the Chabet Ballout mine, are estimated to exceed 50,000,000 tons.

Compagnie Mokta el Hadid.—The mines in the neighbourhood of Beni Saf are controlled by this company. A total of 540,781 tons of ore was

obtained from this basin in 1929, and in recent years its production has been between 300,000 and 400,000 tons per annum. Exports are through the port of Beni Saf, specially developed by the company, although some small independent producers use Port Kelah (capacity, 900 tons per hour) and the roadstead off Mersa Honain (capacity, 15 tons per hour).

Société Minière de Miliana.—This company exploits several deposits, chief among which is the Rouina mine in the Chelif Valley, 30 miles east of Orleansville. In 1920, production was 146,000 tons, but in 1938 it had fallen to 84,000 tons. In the Dahra, a coastal area between Oran and Algiers, the company has several deposits of haematite ore, but no statistics are available as to recent production. At Port Breira, developed by the company, there is an electric transporter capable of handling 650 tons per hour. The port is not at present in use. In the Massif du Filfila, 11 miles east of Philippeville, the company owns three concessions, which produce specular iron ore with a metal content of 66 per cent. These mines have produced continuously since 1918, but no statistics are available.

Société des Mines de Zaccar.—This company owns the third largest mine in the country, at Djebel Zaccar, with an average production of 250,000 tons per annum shipped through the port of Algiers.

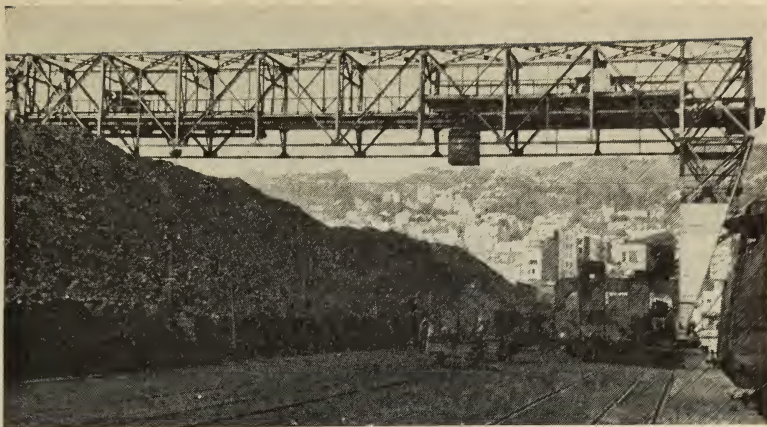
Compagnie des Hauts-Fourneaux de Chasse; and Société Minière de la Kabylie.—These two companies own several mines in the neighbourhood of the port of Bougie, of which the most important are at Timezrit, Djebel bou Amrane, Beni Felkai, Tadergount and Brahdemah. The basis is called the Kabylie des Babors, and production in 1938 was over 240,000 tons. Ore is loaded at Bougie and, by an offshore electrical transporter, at Les Falaises.

The foregoing are the most important of the active mining groups. There are, in addition, several inactive mines and others which have not started producing. Practically all of the iron ore produced is exported, since there is no smelting industry in Algeria. Although Britain has a long-term contract for supplies, there is nothing to prevent the purchase of iron ore for ballast up to 2,000 tons per ship.

Third Ranking Phosphate Producer

Phosphate rock occurs in a huge belt along the southern shore of the Mediterranean, from Morocco right through Algeria and Tunisia, but it can only be worked economically when the phosphate content exceeds 58 per cent. The United States and the U.S.S.R. are the only countries which produce more phosphates than French North Africa. Although Algeria ranks third in production in North Africa, its 500,000 tons per year is of considerable importance on world markets. The principal deposit is at Djebel Kouif, near the Tunisian border, and is worked by the Société des Phosphates de Constantine. This company produced 539,470 tons in 1938, but in 1944 production had dropped to 175,000 tons, and it is only now that every effort is being made to re-equip the mine and transport facilities in order to supply the needs of Europe. The port of export is Bône, where modern equipment permits of rapid loading. Although the ores are of poorer quality than those of Morocco and Tunisia, the scarcity of phosphates throughout Europe ensures the continued working of these mines under cartel arrangement.

There is another phosphate deposit near Setif, Mzaita, Tocqueville and Bordj Redir, owned and operated by the Compagnie Minière de Mzaita. These deposits produced as much as 71,000 tons in 1931, but in 1938 production was 44,000 tons. The war caused a serious reduction from the latter figure. The port of export is Bougie.



Dock in Algiers, from which phosphate is shipped abroad. Similar port equipment is available at Bône and Phillipeville for handling phosphates and iron ore.

Bulk of Production Exported

The bulk of the production is exported, but small quantities—up to 80,000 tons—are treated and transformed into superphosphates by three factories at Oran, Bône and Algiers. The bulk of the prewar exports went to France, Germany and Great Britain, but for many years after the war it is likely that this product will be subject to allocation among the consuming nations.*

It should be remembered that these mines, as well as the iron ore mines, require large quantities of mining equipment, railway equipment and port installations, all of which must be kept up to the most efficient level possible, which Canadian manufacturers might supply.

The analysis of Algerian phosphates works out about as follows: CaO, 43-52 per cent; P_2O_5 , 23-33 per cent; 51-70 per cent TCP. This is far lower than for Moroccan phosphates.

Coal Deposits Extensive

There is a large known coalfield in the area of the Sahara extending east from Colomb Bechar and Kenadza. This coalfield has two seams; one is over 20 inches in depth, and the other, somewhat smaller, is inclined at an angle of 25 degrees, starting at the surface. One of the primary reasons for the wartime extension of the proposed Trans-Sahara Railway from its former terminus at Colomb Bechar was the exploitation of the Kenadza field. It has long been realized that development of this field is uneconomic under normal circumstances, being over 300 miles away from mainline railways and in an area where labour is hard to find and harder to retain, where water is insufficient, and the summer heat indescribable. Yet the Chemins de Fer Algeriens, whose requirements in coal in the western sector of Algeria are fairly considerable (the eastern sector is electrified) has thought it worth while to avoid dependence on imported coal by exploiting the most accessible part of this coalfield. Production is not very great, amounting in 1944 to 119,000 tons, but it is considered that 150,000 tons per year is a feasible objective, and it will produce to that extent an import requirement for normal consumption of 768,000 tons. Actual imports are far less than this, amounting in the aggregate to 36,000 tons per month, mostly of log-grade open-cast coal, so that the problem of development within Algeria is becoming more and more important.

Some consideration is being given the establishment of a thermal plant near the coal mines, but this will depend on the possibility of finding water in the area. The coal is of good quality, averaging 71 per cent carbon, 22 per cent volatile matter, 3 to 4 per cent ash and 2 per cent moisture.

Numerous Other Mineral Deposits

Lead and Zinc.—Lead and zinc are usually found in combination, with zinc predominating, in Algeria, in contrast with conditions under which these minerals are found in Morocco and Tunisia. Although deposits are generally small, a number of exploiting companies are interested. In 1929, twenty-five of these companies were operating, and the total output of concentrates was 14,200 tons of lead and 32,600 tons of zinc. Several firms were seriously affected by the depression, and in 1937 production had fallen to 7,960 and 17,740 tons, respectively. Most of the concentrates were exported to Belgium for refining, but more and more of the lead is being diverted to France. The Société de la Vieille Montagne, a Belgian concern, operates the most active mine, at Ouarsenis, producing some 6,300 tons of zinc concentrates in 1938. Outputs of most of the other lead and zinc mines are even smaller.

Iron Pyrites.—This ore is mined chiefly for its sulphur content, which is used in the Algerian superphosphates industry. The only large deposit, which has been mined so far, is twelve miles east of Philippeville and is worked by the Société Minière de Miliana, already referred to in connection with iron ore. Output in 1938 was 44,150 tons, yielding 19,430 tons of sulphur, 440 tons of copper from its cupriforous content and some haematite iron ore. Output was not too seriously affected by the war, 35,049 tons being produced in 1944.

Antimony.—Algeria is credited with $2\frac{1}{2}$ per cent of world production. The ores are of five different types (senarmonite, valentinite, stibnite, cervantite and flajolotite), of which total production was about 2,200 tons in 1938. In 1944 it was only 500 tons.

Mercury.—There are three known mercury workings, one near Philippeville, another in the Aures Mountains, and a third in the Kabylie des Babors district. Production in 1938 was 191 flasks, or 6.6 tons, and approximately the same production (6.63 tons) was recorded in 1944.

Kiesleguhr (Diatomite).—Algeria is the second largest world exporter, with a production in 1938 of 15,100 tons, most of which went to Great Britain and France. Production of a 75 per cent SiO_2 product in 1944 is said to have been the same.

Barytes.—One mine, at Bou Mahni, east of Algiers, owned by American interests, is being worked, producing 3,069 tons in 1938. Capacity for extraction and shipment through the port of Dellys or through Algiers is considerably greater.

Rock Salt.—About 60,000 tons of rock salt, suitable for fish curing, are mined yearly near Biskra, of which 60 per cent is exported through the ports of Philippeville and Bône.

Building Materials.—Following are the production figures for building materials:—

	Tons
Cement (1936)	67,000
Gypsum (1938)	33,325
Lime (1935)	51,700
Marble (1936)	9,050
Sand and gravel (1934)	390,000
Rubble (1934)	348,000
Limestone (1934)	133,000
Paving stones and ballast (1934)	4 500,000

Canada's Imports Continue Rise Compared With Past Year

Latin American countries contribute 7 per cent of total, compared with 4.7 per cent in first seven months of last year—Central American and Caribbean countries ahead of those in South America—Total imports for seven months have value of \$1,041.5 millions, compared with \$937.4 millions last year—Imports for consumption from U.S.A. higher.

Canada's imports continue, for the seventh successive month, their rise over values for corresponding periods last year. This situation can be attributed in large measure to the resumption of more normal trading conditions, though the repatriation of war materials from Great Britain, Newfoundland and several other countries accounts in part for the higher figures. The United States continues as the principal source of supply, purchases during the first seven months of this year having a value of \$730.8 millions, compared with \$721.6 millions during the corresponding period last year. Great Britain is in second place, imports from that country having a value of \$132.8 millions, as against \$78.4 millions during the first seven months of 1945.

Imports from Latin America Higher

Trade with Latin America continues its upward trend, imports during the first seven months of this year from eighteen countries in Central and South America and in the Caribbean accounting for 7 per cent of the total, as compared with 4.7 per cent during the same period last year. Headed by Mexico and followed by Honduras, Cuba, San Domingo, Guatemala, Salvador, Haiti, Costa Rica and Puerto Rico, the Latin American countries in Central America and the Caribbean furnished Canada with imports valued at \$40.1 millions, compared with \$23.1 millions during the corresponding period last year. South American republics, headed by Venezuela and followed by Brazil, Colombia, Argentina, Peru, Uruguay, Chile, Paraguay and Ecuador, supplied Canada with imports valued at \$33.3 millions, as against \$26.6 millions in the same seven months of 1945.

Total Imports Valued at \$1,041.5 Millions

Total imports for the seven months ended July had a value of \$1,041.5 millions, according to figures released by the External Trade Branch, Dominion Bureau of Statistics, which compares with imports valued at \$937.4 millions in the same period last year. The total trade statistics for the seven-month period and for July are indicated in the following table:—

	Imports				Exports			
	Month of July		Seven months ended July		Month of July		Seven months ended July	
	1945	1946	1945	1946	1945	1946	1945	1946
	Millions of Dollars							
United Kingdom	12.0	21.9	78.4	132.8	83.9	40.4	662.7	306.5
Other Empire	13.3	9.4	77.1	73.2	55.7	31.7	320.7	165.0
United States	103.5	112.5	721.6	730.8	102.7	74.8	720.9	471.2
Other Foreign	9.9	17.8	60.3	104.7	40.4	41.8	296.8	308.8
Totals	138.7	161.6	937.4	1,041.5	282.7	188.7	2,001.1	1,251.5

Major Changes in Trade Trend

Relatively substantial increases are noted in imports from the following British Empire countries: Australia, British Honduras, Eire, Fiji, Jamaica, New Zealand, South Africa, Straits Settlements, and the United Kingdom. On the other hand, relatively substantial declines are noted in imports from the following British Empire countries: Barbados, British Guiana, British India, Ceylon, Falkland Islands, Gold Coast, Newfoundland, Southern Rhodesia and Trinidad.

Relatively substantial increases are noted in imports from the following countries outside the British Empire: Afghanistan, Belgium, Belgian Congo, Brazil, China, Costa Rica, Cuba, Czechoslovakia, Denmark, France, French Africa, Germany, Greece, Guatemala, Haiti, Honduras, Italy, Liberia, Mexico, Netherlands, Netherlands East Indies, Netherlands West Indies, Nicaragua, Norway, Paraguay, Peru, Portugal, the Azores, Portuguese Africa, Salvador, Spain, Sweden, Switzerland, Syria, Turkey, Alaska, Hawaii, the Philippines, Puerto Rico, Uruguay, Venezuela and Yugoslavia.

On the other hand, relatively substantial declines are noted in imports from the following countries outside the British Empire: Argentina, Colombia, Ecuador, the French West Indies, Greenland, Morocco and Panama.

Detailed imports into Canada for consumption, for the seven months ended July and for the month of July, are shown by countries in the following tables. An analysis of the imports by commodities will be published in the September 21 issue of the *Commercial Intelligence Journal*, with details, as these are made available by the Dominion Bureau of Statistics.

Imports into Canada for Consumption, By Countries

	Month of July		Seven months ended July	
	1945	1946	1945	1946
BRITISH EMPIRE—				
United Kingdom	\$ 11,982,298	\$ 21,896,036	\$ 78,394,507	\$ 132,790,248
Eire .....	....	1,693	2,992	8,475
Aden	950	....	1,675	....
Africa—				
British East	38,981	....	1,053,182	1,639,836
British South	301,418	534,509	3,669,842	5,329,526
Southern Rhodesia	56,622	7,617	496,341	47,233
British West—				
Gold Coast	1,272,938	784,080	5,293,487	3,150,949
Nigeria	366,908	68,993	2,561,101	3,637,522
Sierra Leone .....	....	....	1,532	....
Bermuda	2,711	3,508	27,420	31,669
British East Indies—				
British India	2,341,721	649,828	19,885,534	15,816,334
Ceylon	79,875	3,069	3,698,497	2,110,692
Straits Settlements ...	....	....	....	974,322
British Guiana	1,477,118	1,189,369	6,593,373	4,844,883
British Honduras	11,724	177,209	294,713	883,566
British Sudan	9,402	2,226	38,718	26,702
British West Indies—				
Barbados	303,525	398,891	3,737,594	2,353,117
Jamaica	949,694	877,600	3,975,790	6,592,000
Trinidad and Tobago...	708,570	400,943	2,206,476	1,658,989
Other Brit. West Indies	12,303	29,817	540,420	406,066
Falkland Islands .....	....	....	424,458	....
Hong Kong .....	....	4,667	....	19,411
Malta .....	....	182	10,759	38,134
Newfoundland	3,344,940	1,210,742	6,771,413	4,603,252
Oceania—				
Australia	946,283	2,463,244	9,668,548	10,931,077
Fiji	204,419	135	880,528	1,955,117
New Zealand	882,162	560,032	4,575,358	5,396,290
Other British Oceania..	....	....	409,374	420,074
Palestine	47,140	37,029	248,821	359,096
TOTAL BRITISH EMPIRE...	\$ 25,341,702	\$ 31,301,419	\$ 155,462,453	\$ 206,024,580

Imports into Canada for Consumption, By Countries—*Concluded*

	Month of July		Seven months ended July	
	1945	1946	1945	1946
FOREIGN COUNTRIES—				
Abyssinia .....	.....	.....	\$ 1,789	\$ 1,105
Afghanistan	\$ 186,327	\$ 16,362	380,577	1,556,004
Albania .....	.....	.....	.....	.....
Argentina	498,866	414,929	5,377,795	3,345,308
Austria .....	.....	.....	.....	.....
Belgium	85	386,885	194	1,921,852
Belgian Congo	1,018	79,732	30,962	471,930
Bolivia .....	.....	100	25,378	32,069
Brazil	709,904	1,879,428	3,356,901	9,595,596
Chile	46,886	44,382	366,061	226,601
China .....	.....	327,452	239	1,606,766
Colombia	1,464,430	1,129,277	7,012,319	6,354,798
Costa Rica	28,035	8,753	152,340	290,305
Cuba	803,410	1,929,293	4,704,018	9,026,030
Czechoslovakia .....	.....	30,691	.....	130,542
Denmark .....	.....	19,014	.....	35,385
Greenland	3,492	300	50,518	6,828
Ecuador	448,982	400	1,351,221	78,065
Egypt	8,242	2,872	133,349	168,902
Finland .....	.....	2,596	.....	4,160
France	327	849,385	3,466	1,796,423
French Africa	84,089	70,021	129,733	315,311
French Oceania	2,935	.....	27,684	21,836
French West Indies ..	19,954	.....	69,525	3,262
Madagascar	35,607	.....	85,053	94,125
St. Pierre and Miquelon	.....	.....	1,137	1,785
Germany	60	2,255	60	10,204
Greece .....	.....	6,241	.....	31,761
Guatemala	187,490	172,527	1,056,312	2,412,917
Haiti	15,428	16,385	248,508	729,314
Honduras	640,071	1,358,442	4,572,601	9,862,452
Iceland .....	.....	237	641	914
Iraq (Mesopotamia)	20,445	.....	931,526	1,156,415
Italy	75	311,677	127	996,637
Italian Africa, Other ..	.....	.....	.....	4,420
Japan .....	.....	1,585	.....	2,004
Liberia .....	.....	.....	6,560	59,972
Mexico	726,302	486,024	8,053,586	11,171,854
Morocco	4,237	.....	92,953	17,927
Netherlands	4,416	89,438	30,137	984,182
Netherlands East Indies	699	13,665	6,696	23,733
Netherlands West Indies	19,753	352,085	640,261	1,587,212
Nicaragua .....	.....	.....	.....	13,037
Norway	52,116	620,594	431,218	716,452
Panama	1,235	.....	33,698	10,264
Paraguay .....	.....	19,202	94,569	213,024
Persia	25,382	71	155,911	256,714
Peru	861	4,433	109,954	537,904
Philippine Islands .....	.....	6,705	25	31,194
Poland .....	.....	.....	.....	80
Portugal	115,349	219,749	730,683	1,393,763
Azores and Madeira ...	9,307	24,037	24,957	105,448
Portuguese Africa	68,087	6,000	197,005	510,192
Russia (U.S.S.R.)	115,477	35,957	1,022,845	1,486,063
Salvador	15,024	344,250	1,011,139	2,402,472
San Domingo	1,040,408	539,391	3,498,316	4,064,674
Spain	185,052	335,358	1,935,762	3,139,514
Sweden	46,309	270,985	58,636	2,250,384
Switzerland	444,144	3,104,252	3,016,328	7,069,593
Syria	722	16,419	11,662	23,789
Turkey	7,814	148,992	89,319	633,435
United States	103,483,402	112,486,177	721,604,216	730,845,131
Alaska	27,141	67,708	57,653	118,690
Virgin Islands .....	.....	6,000	.....	6,000
Hawaii .....	.....	43,103	2,500	246,449
Puerto Rico	354	6,207	14,310	122,197
Uruguay	27,798	172,013	71,036	278,663
Venezuela	1,711,666	1,832,294	8,841,462	12,851,713
Yugoslavia .....	.....	1,375	.....	1,752
TOTAL FOREIGN COUNTRIES	\$113,339,213	\$130,313,705	\$ 781,913,431	\$ 835,465,497
TOTAL	\$138,680,915	\$161,615,124	\$ 937,375,884	\$1,041,490,077

Private Enterprise in Ireland Encouraged by Government

Production and distribution of coal and electric power and provision for transportation of facilities of national importance—Protective tariff and import controls to be reduced as industrial efficiency increases.

By E. L. McCall, Canadian Trade Commissioner

Dublin, August 29, 1946.—Private enterprise in Ireland may count on sympathetic encouragement from the Government in the building of any new business, provided it offers prospects for sound development. However, it is the policy of the Government, as stressed recently by the Minister for Industry and Commerce, to leave to private enterprise all industrial development, apart from undertakings of national importance, such as the production and distribution of fuel and electric power and the development and operation of transportation facilities.

Industrial Development Encouraged

During the last two decades, in addition to the expansion of existing industries such as agriculture and the manufacture of whisky, tweeds, woollens, etc., a number of new industries were launched and were given the benefit of a protective tariff. In some cases, these new ventures proved uneconomic or failed through lack of operating and managerial experience, insufficient or unsuitable equipment, or some other cause. Wartime conditions, which cut off the supply of raw materials and reduced imports of fuel and other vital commodities, forced a few of the new factories to abandon operations. On the other hand, the scarcity of imported goods provided an opportunity of which many Irish manufacturers availed themselves to introduce their goods to the market.

During the war years, the Department of Industry and Commerce consistently urged the preparation of plans for postwar projects and expanded production, in order that available supplies of the necessary materials might be equitably allocated among firms whose projects were considered to offer possibilities. Efforts are now being made to implement many of these plans so far as the continuing shortage of imported plant, equipment, and raw materials permit.

Assistance Reduced As Efficiency Increased

It is still the policy of the Irish Government to protect home industries by tariffs or through the imposition of an import quota. The Minister for Industry and Commerce, however, recently reminded traders that it had always been the intention of the Government progressively to reduce the protection given to established industries as efficiency increased. He expressed the opinion that, with the present demand for goods throughout the world, the majority of existing industries should be able to maintain their position on the home market without protection. Industrialists have been warned by government spokesmen that protection will in future be afforded only where up-to-date equipment, competent management, trained staff, and hard work make for efficiency and an over-all costing not higher than in competing British industries. The aim is, in fact, to prevent the dumping of cheap goods from abroad on the local market, but at the same time to protect the consumer from exploitation by uneconomic home production dependent on government assistance.

A far-seeing step is the provision by the Government of funds for a well-endowed industrial research organization, which should afford invaluable assistance in the continuation and expansion of Irish industry, which was interrupted by the outbreak of hostilities in 1939 and now awaits only the required supplies of machinery and equipment to resume progress.

Australian Wool Clip for Season Is Estimated at Three Million Bales

Percentage of merino wool estimated at 77 and of crossbred clip at 23 per cent of total.

Sydney, August 15, 1946 (FTS).—Australia's wool clip for the current season is estimated at three million bales, excluding skin wools, with an average bale weight of 305·6 pounds. The percentage of merino wool was estimated at 77 per cent and the crossbred clip at 23 per cent. These figures were reached at a joint meeting in Sydney of the Australian Wool-growers' Council and the National Council of Wool Selling Brokers.

Last season's clip, the poorest for many years, amounted to 2,891,754 bales, valued at £57,835,080. The 1943-44 clip of 3,606,547 bales was sold for £73,878,354.

The conference opposed the establishment of additional inland country selling centres, which might interfere seriously with full market competition. The overclassing of clips was discussed, and it was agreed that wool-growers concerned would be unfavourably affected by the division of the clip into unduly small lots. This would retard the sale of their wool and adversely affect the proceeds of sale.

The Minister of Trades and Customs, Senator Fraser, said that, when auction sales recommenced after June 30, a subsidy would be paid to maintain existing prices of wool to Australian manufacturers for use in goods for domestic consumption. The purpose of the subsidy was to enable Australian manufacturers to compete with overseas buyers and to avoid interference with normal auction purchases.

Trade and Tariff Regulations

Brazil Removes Duties On Foodstuffs

Rio de Janeiro, August 31, 1946.—The collection of duties and other charges levied on imports of most foodstuffs and some other prime necessities imported into Brazil was temporarily suspended by a decree-law of August 16, 1946. The suspension is to be in force until December 31, 1946. The products affected by this suspension include poultry and live stock; lard, rendered or prepared; meat, fresh, refrigerated, pickled, smoked or otherwise prepared; milk, fresh, evaporated or condensed; butter and butter substitutes; cheese; eggs; fish, fresh, salted, pickled or preserved; tallow; bacon; fruits, fresh or dried; tomatoes; nuts; wheat, oats, rye and barley; flour; malt; biscuits, crackers and bread; macaroni and other alimentary pastes; onions and garlic; vinegar; common soap; salt; and matches.

Socks and Stockings in Short Supply in the Netherlands

Favourable market open to Canadian hosiery, especially of full-fashioned variety—Prewar textile stocks and factory equipment looted by Germans—Attitude of authorities to import licensing not yet determined.

By J. A. Langley, Commercial Counsellor, Canadian Embassy

The Hague, August 24, 1946.—Holland provides a favourable market for hosiery, following five years' occupation of her territory and the transfer to Germany of essential equipment for the manufacture of socks and stockings. In 1939, under peacetime conditions, imports totalled 1,744,302 dozen pairs, of which the bulk were bought from Germany. Only 380 dozen pairs were purchased from Canada.

With the rapid rehabilitation of the Netherlands, whose population approximates nine millions, there is an increasing demand for many commodities that were formerly available in sufficient quantities to meet normal requirements and are now in short supply. These include high-grade full-fashioned hosiery, for which the demand will have to be satisfied from some source.

Until such time as essential factory equipment, looted by the Germans, is returned to the Netherlands, speedy restoration of manufacturing facilities will not be possible. The textile industry is presently suffering from a shortage of labour and raw materials. There is also a lack of sufficient coal to provide power with which to operate the various plants. It is probable, therefore, that some time must elapse before the Dutch housewife and her daughters can hope to restore even partially their wardrobes from domestic production.

Prewar Textile Stocks Looted

Stocks of all textiles, including hosiery, were sufficient to meet requirements over a considerable period, when the country was invaded in 1940. Looting was carried on to such an extent that the people of Holland were prevented from purchasing even clothing that was deemed essential. Textile stocks were practically exhausted.

Some sixty factories in the Netherlands produced stockings before the war, five of these being engaged in the manufacture of silk or rayon hosiery, namely: Jansen de Wit's Kousenfabrieken, at Schijndel; N.V. Kousenfabriek "Hin", at Haarlem; De Jong & Van Dam, at Hengelo; Nederlandsche Kousenfabriek, at St. Jansteen; and Messrs. "Neko", at Geldrop.

No figures are available concerning the domestic production of women's hosiery in Holland, but it is reliably reported that 40 per cent of the country's requirements were manufactured at home. Although the output declined materially since 1940, it is maintained that this is back to 73 per cent of normal capacity. The Dutch rayon-spinning factories started operations last May, but a large proportion of their production is destined for foreign markets in order that the country may acquire foreign exchange.

No import duties are presently levied on any merchandise entering the country, although it is possible that a new tariff will become effective in the near future.

Imports Increase Slowly

According to provisional figures, a total of 1,000 kilos (2,205 pounds) of woollen stockings and socks were imported from Belgium in August, 1945, being valued at Fls.10,000. During the same month, a total of 12,000 kilos (26,460 pounds) of stockings and socks made of materials other than wool were brought in under lend-lease arrangements from the United States. In November, 1945, imports consisted of 234 dozen pairs of woollen stockings and socks from Belgium and 214 dozen pairs from Great Britain, the value of which cannot be determined. In December, 1945, Sweden shipped in 66 dozen pairs of woollen stockings and socks, valued at Fls.2,000.

During the first three months of this year, imports of stockings and socks made of wool or of wool combined with other materials amounted to 8,001 dozen pairs, of which 4,053 came from Great Britain, 1,927 from the United States, 1,596 from Canada and 425 from Spain. In the same period, imports of stockings and socks made of other materials totalled 14,276 dozen pairs, of which 7,276 were purchased from the United States, 5,000 from Great Britain and 2,000 from Czechoslovakia.

Canada Was At Disadvantage

Statistics reveal that, in 1938 and 1939, imports from Canada amounted to 153 and 380 dozen pairs respectively of full-fashioned hosiery. While Canadian stockings were considered of excellent quality, with feminine appeal, the price was not competitive with those from other sources of supply. Canada was placed at an additional disadvantage by a regulation, promulgated on August 1, 1932, and enforced in 1939, whereby all exporting countries were restricted to 60 per cent of the average number of pairs imported into the Netherlands during 1936 and 1937. As no shipments were made by Canadian firms during the basic period, such stockings as came in from Canada were admitted as a result of special representations to the Dutch authorities. Practically all the Canadian hosiery was shipped to one or two of the leading retail stores.

The average prewar retail price for good quality European rayon hosiery was Fls.1·25 (84 cents Canadian) per pair, while silk hosiery was sold at an average price of Fls.3·25 (\$2.35 Canadian) per pair. Quotations for Canadian silk stockings were higher, which did not enable them to compete favourably with those available from European and United States sources of supply.

Supplies of Hosiery Very Low

People in the Netherlands are very short of stockings and socks of any kind. There is a very heavy demand for those in the lower price range. Difficulty may be experienced in meeting this demand, due to the present unfavourable foreign exchange situation. The attitude of Dutch authorities concerning import licences cannot be definitely determined, but it is probable that imports for the present will be limited to stockings and socks of materials other than nylon, rayon or silk, since only materials essential to the rehabilitation of this country will be admitted.

However, if definite offers, with samples, are received from Canadian manufacturers of rayon, nylon or lisle stockings, indicating quantities available, probable date of shipment, price and a statement of the cost in 1939 of similar stockings, representations will be made to the Import Licensing Department, in The Hague. An official opinion concerning the present attitude towards such imports can thus be obtained.

The following tables indicate the imports into Holland of stockings and socks in 1938, 1939 and 1940. These do not differentiate between the various kinds of stockings and socks, grouping them under two headings. It may be assumed, however, that "stockings and socks of other materials" refer to those of silk, rayon or lisle materials. Up to 1940, the Dutch florin or guilder was worth 67 Canadian cents. At present it is equal to 38 cents.

Imports of Hosiery Made of Wool

Countries of origin:	1938		1939		1940	
	Dozen Pairs	Florins	Dozen Pairs	Florins	Dozen Pairs	Florins
TOTAL	118,790	705,028	194,539	1,102,215	111,350	762,554
Germany	25,657	194,262	35,822	272,150	30,226	285,778
Belgium & Luxembourg	58,071	304,937	109,507	577,316	54,459	327,071
Great Britain	24,121	156,239	28,367	174,798	20,159	122,733
France	474	3,708	945	4,212	....	....
Czechoslovakia	1,063	8,026	....	....	....	....
Norway	952	6,999	825	5,210	....	....
Sweden .....	....	....	....	....	....	....
Italy	6,626	15,184	10,726	28,663	4,175	12,556
Austria	178	2,100	....	....	....	....
Switzerland	352	4,317	1,077	8,716	173	1,820
U.S.A.	1,266	9,176	4,457	26,714	2,131	12,451
Poland .....	....	....	600	628	....	....
Japan .....	....	....	2,196	3,738	....	....

Imports of Hosiery of Other Materials

Countries of origin:	1938		1939		1940	
	Dozen Pairs	Florins	Dozen Pairs	Florins	Dozen Pairs	Florins
TOTAL	1,243,019	4,925,807	1,549,763	6,465,827	1,529,515	8,308,194
Germany	651,339	3,374,043	982,975	5,164,737	1,119,194	7,147,390
Bohemia & Moravia..	....	....	15,425	40,849	54,030	277,899
Belgium & Luxembourg	5,867	18,434	20,719	79,119	22,172	84,890
Great Britain	23,515	80,987	33,803	91,986	13,853	35,999
France	5,599	13,023	5,681	27,995	2,317	5,290
Czechoslovakia	105,515	436,075	9,449	21,273	....	....
Norway	376	2,758	829	5,682	....	....
Poland	1,206	1,048	5,500	5,626	....	....
Italy	391,579	787,044	402,191	769,069	274,365	642,837
Hungary .....	....	....	....	....	....	....
Austria	293	2,142	....	....	....	....
Japan	22,659	25,899	34,462	34,078	26,877	31,314
Canada	153	2,628	380	5,781	....	....
U.S.A.	34,032	179,850	36,212	213,143	14,901	78,995
Switzerland .....	....	....	1,401	5,547	806	2,655

Advertising Not Now Essential

Under existing circumstances, it is not necessary for Canadian manufacturers wishing to enter the Netherlands market to advertise here. However, the provision of attractive show-cards for window displays would assist in arousing interest among potential purchasers. Consideration might also be given to limited advertising in magazines of particular interest to women and in newspapers. Arrangements could be made through the office of the Commercial Counsellor for Canada, though it might be more satisfactory for any interested Canadian firm to plan its campaign through an advertising agency. When sales are made directly to the larger retail stores, advertising would be undertaken by the stores concerned.

Several well-known firms in Holland would be willing to accept the agency for Canadian hosiery manufacturers. The best type of agent would

be a firm located in Amsterdam, Rotterdam or The Hague, importing for its own account. The larger departmental stores usually buy direct from the manufacturer through a local representative, in which case the representative receives a commission from the supplier.

Multilateral Trade Stimulated Through Import Division

Assistance rendered to Canadian importer and foreign exporter in making raw materials and commodities available to commercial community in this country.

The Canadian Government established the Import Division as an integral part of the Foreign Trade Service of the Department of Trade and Commerce in the latter part of 1945. This was the first such organization to be introduced by any government.

The Import Division is a service department for the Canadian importer, whether he be broker, wholesaler, manufacturer or agent. The chief fields of activity of the Division are in industrial raw materials and foodstuffs. The movement of such primary commodities constitutes the life-blood of international trade. In keeping with the present-day appreciation that a sound basis for international trade can exist only if manufactured goods also are taken in exchange for domestic exports, the Division's services are available in this field as well.

The broker, the wholesaler, and the manufacturer have their respective fields of operation in their import business. The Foreign Trade Service, through the Import Division, offers facilities which are complementary rather than in any way competitive to the functions of each of these. Though the Division cannot be as specific as a department of an importer's own business yet, in its own sphere, it has vastly wider potentialities. There are many avenues open to a government organization of this kind, and it is therefore in the unique position of being able to render special service to Canadian importers on many present-day problems. The Division has at its disposal the services of Canadian Trade Commissioners abroad. As well as promoting the sale of exports from Canada, they are now serving the interests of Canada's importers. The Import Division is organized under the following sections: Raw Materials, Manufactured Goods, Trade Services Directory, and Canadian Importers' Directory.

Commercial Intelligence Required

In view of the growing complexities of world trade, extensive commercial intelligence is becoming vital to the importer, whatever his capacity may be. Postwar trade is complicated by contract sales arrangements between governments, by the exchange restrictions of foreign countries, by unusual supply conditions, export embargoes, two-price systems, price stabilization schemes, and many other factors. The Raw Materials Section is establishing a record of such regulations for reference purposes, and is being equipped to assemble and supply essential commercial intelligence to the importer. Whenever necessary, it will undertake investigation, through the Trade Commissioner Service and other channels, into special import situations which may affect the supply of industrial raw materials and foodstuffs required by Canada.

Jute mill, on the Hooghly, commercially the most important channel by which the Ganges reaches the Bay of Bengal. Imports into Canada of jute and jute fabric during the first six months of this year had a value of \$7,667,224. This vegetable fibre, exceeded in importance only by cotton and flax, is used for the manufacture of hessian, bagging, sacking, carpets, rugs, matting and tarpaulins.

(Inset) Jute plants ready for cutting.

Courtesy Canadian Geographical Journal.

Contact With Markets Offered

While the Raw Materials Section handles matters affecting materials required by Canadian industry, the Manufactured Goods Section deals mainly with such manufactured or semi-manufactured goods as are usually distributed in the same form in which they are imported. But within this category there are certain foodstuffs, fabrics and in some cases industrial equipment for Canadian manufacturers. On request, the Manufactured Goods Section attempts to locate foreign sources of supply for the importer, and offers him contact with world markets through facilities of the Trade Commissioner Service.

Canadian Market Seeks Recognition

The Trade Services Directory Section supplies the foreign shipper, through the Trade Commissioner Service, with information on the organization of the Canadian market to provide for import movement. Assistance is offered on such matters as government regulations, methods and conduct of business, shipping, warehousing, financing, representation and distribution, advertising, railway transportation and forwarding. Whenever necessary, the Canadian importer can, of course, also obtain such information from the Trade Services Section. Thus, the Trade Commissioner is in a position to obtain public recognition in his territory for the organization of the Canadian market as being, within its natural limitations, similar to that which exists in the United Kingdom and the United States.

To Maintain our Exports





..... We Must be Prepared to Import

Over 2,000 Importers Listed in Directory

The Import Division also maintains a confidential directory of Canadian importers, copies of which are being supplied to every Trade Commissioner abroad. It is of definite advantage to every importer to secure a listing in the Directory, so that Trade Commissioners can deal directly with any inquiry from the firms concerned. To date, over two thousand importers have registered their business interests in the Directory, and the number is steadily increasing. It naturally follows that the degree of service that can be rendered by the Import Division depends on the amount of information supplied by importers. To receive maximum assistance, the importer should provide the Division with details concerning the nature of his business, his trading history, his existing business connections, markets in which he makes purchases, materials and quantities required, price ranges to be met, methods of purchase, delivery dates and future requirements. On the request of an importer, Trade Commissioners will canvass prospective new suppliers, advise the importer of the response to his inquiry, and place him in touch with any interested shippers. Offers of business in which they are interested are being directed to Canadian importers, as and when they are received by the Import Division.

Harvesting certified seed potatoes on a farm in New Brunswick. Canada is an important source of supply for such produce, export for 1945 having a value of \$5,464,679. This is but one of many items shipped by Canada to other countries in exchange for commodities in which they specialize. (Inset) Certified seed potatoes being unloaded in a foreign port.

Courtesy Canadian Geographical Journal.

Underground Coal Gasification Being Undertaken by Soviet

Other geological technical processes, such as treatment of sulphur and asphalt with hot water, gas or electricity, being developed—Mining of metals by underground electrolysis considered in new Five Year Plan of U.S.S.R.

By European Section, Foreign Trade Service

(Ed.—This is another in a series of articles prepared for reproduction in the *Commercial Intelligence Journal* on Russia's new Five Year Plan.)

New geological technical processes, similar in principle to the underground gasification of coal, are being applied to various minerals in the vicinity of Moscow. These are carried out underground and the general principle involves the feeding of various reagents through pits drilled in the surface. This is a further development of the new Five Year Plan of the U.S.S.R., involving technology as the key to its fulfilment.

It has been announced that Podzemagaz station, near Moscow, which has continually supplied two small plants with gas by this method for the past several years, excluding the evacuation period, is now to be enlarged. New wells are being drilled, the oxygen shop is being expanded and the capacity of the plant is to be increased six times. The Chief Administration of the Artificial Liquid Fuel and Gas Industry has issued a statement emphasizing the low capital expenditure and small operating staff needed for this process. With the expansion of the Moscow coal basin station, a similar station in the Donbass is being restored, the capacity of which will be increased twice over. It is estimated that by 1950 both stations will turn out approximately one billion cubic metres of gas.

Dissolve Rock Salt and Pump Out

It is stated that some substances, such as rock salt, alumen and saltpetre, are easily dissolved in water and can, therefore, be extracted by feeding water into the deposits through wells drilled from the surface and then pumping out the solutions. Other physical processes of this sort which are being experimented with include the underground melting of sulphur and asphalt with hot water, steam, hot gas or electricity, after which the melted substance can be pumped out. The magazine *Mining Journal* (No. 4-5, 1946) states that when oil is pumped to the surface 80 per cent of it remains in the sand and cannot be pumped out. But if hot gas is put through the oil-saturated sand, the oil can be evaporated and brought out on the surface in the form of steam. Under certain conditions this may be done with the aid of heat produced by burning part of the oil with which the sand is saturated. Similar claims are made concerning the practicality of evaporating compositions of arsenic, antimony and some other substances which, after cooling, will harden again and be deposited on the surface in the form of crystals.

Mining of Metals by Electrolysis

Attention has been given to the mining of metals by underground electrolysis and other underground hydraulic metallurgical processes. In these cases, the whole metallurgical plant consists of several drilling pits and an electric line for transmitting current to the pits. Shafts for mining,

metallurgical works for smelting the ore and transport arrangements for carrying it from the mines to the works are eliminated. No raw material is required and comparatively little acid for dissolving the ore. Even the sulphuric acid could be produced on the spot by burning sulphur pyrites underground. It is suggested that copper, silver and other non-ferrous metals can be mined by this method. As such methods could be used for mining poor deposits at much greater depth than in the case of shaft mining, the industrial reserves of the minerals would be increased.

The suggested use of such methods in processes based on the use of substances, which form at considerable depth as a result of volcanic eruptions, and the utilization of high pressures and temperatures resulting therefrom would appear to be in the wide field of speculation, but Soviet geologists state that by making use of the principle of vulcanism it may be possible to get out of the craters of volcanoes certain primary substances which have not been subjected to subsequent changes.

Other Processes Being Planned

In view of the great economic importance of underground methods for the exploitation of mineral deposits, the Ministries concerned are urged to plan and build enterprises of this type without delay. The methods already proved, such as the underground gasification of coal, sulphur-mining by the process of underground melting, and salt-mining by the process of dissolving and pumping out the solution, should be first introduced on a wide scale. Processes, as yet insufficiently tested, such as the underground distillation of schists, electrolysis of ores, pyrites burning and the distillation of arsenate compositions, must be verified by experiments in laboratories and industrial plants in the Soviet Union.

Three Hundred Tons of Steel Rails Offered For Sale as Surplus

*Some 180,000 pounds of petroleum mineral jelly and
spares for nesting barges also available.*

Three hundred tons of new 75-pound B.S.S. steel rails, presently located in Vancouver, are offered for export or other sale by the War Assets Corporation. Most of these rails are 39 feet in length, though some are 36 feet, 33 feet and 30 feet.

Enquiries are invited for 180,000 pounds of petroleum mineral jelly, of which 108,000 pounds are located in storage tanks at Winnipeg, and the remainder at Nobel in drums of approximately 385 pounds net. Specifications are: organic activity, nil; flash point, not lower than 400 degrees fahrenheit; bromine value between 75 and 110.

Seven sets of spares for Phoenix steel nesting barges are offered for sale at \$3,000 each. They are unused, and are presently lying in the C.N.R. yards at Scarboro. Each set contains three centre section pontoons, three rake-end pontoons, deck panels, coamings, fenders, hatch covers, etc. From these a five-section barge could be assembled, leaving surplus material. However, the spares would be of more value to present owners of such barges, who could add extra centre sections for use in quiet waters.

Correspondence concerning these items and others described in recent issues of the *Commercial Intelligence Journal* should be addressed to the Export Sales Division, War Assets Corporation, No. 4 Temporary Building, Ottawa. All prices quoted are on an "as is, where is" basis, with offerings subject to prior sale or withdrawal.

Industrial Production in Greece Forty Per Cent Prewar Figure

Manufacture of cigarettes, beer, liquor, ice, artificial silk and electricity in Athens above 1939 position—Business concerned with entertainment prospers, reflecting presence of British troops in country and scarcity of other consumer goods—Quarter population without adequate shelter.

By European Section, Foreign Trade Service

Industrial production in Greece is below 40 per cent of the prewar figure, according to statistics made available by the Ministry of National Economy. The only industries in a more favourable position than in 1939 are those engaged in the production of cigarettes, beer, liquor, ice and artificial silk. This reflects a condition obvious to all residents of Athens, to the effect that places of entertainment have been doing a thriving business by reason of the presence of British troops in the city. Furthermore, Greek civilians have few other ways of spending their money in a country where nearly all consumer goods are scarce, and in which the output of comparatively heavy industries has hardly started. Although 23 per cent of the population is without adequate shelter, the building program has accomplished little. The output of the building trades is only 41 per cent of production in 1939.

Percentage Output of Industries Low

The industrial output for June, in terms of the percentage of production in 1939, is furnished for the following industries:

Machine Industries—Shipbuilding and ship repairing, nil; machine works and metal industries, 20 per cent; iron foundries and sheet iron, 10; wire and nails, 10; piping, 10; screws, 12; aluminum industry, 27; copper, 62; enamelware, 6. Ovens and heating machines, nil; agricultural implements, 20. The average is 15 per cent of the 1939 figures.

Building Industries—Cement, 37; lime, 25; bricks and roof-tiles, 35; pottery, 85; clay, 35; plaster and putty, 30. The average in this class is 41 per cent of the 1939 figure.

Textile Industries—Cotton, 70; wool, 50; weaving, 69; hosiery, 50; flannels, 60; silk, 60; artificial silk, 112; jute and hemp, 42; thread, 25. The average in this group is 60 per cent of the 1939 figure.

Chemical Industries—Chemical fertilizers, 50; soap, 50; acids, 35; turpentine and colophony, 25; glassware, 94; plate glass, 56 (May, 1946, 102 per cent); rubber, 22; synthetic paints, 45; lacquers, 25; varnishes and polishes, 35; olive oil, 30; pharmaceuticals, 40; asphalt, 30. The average for all industries in this class is 41 per cent of the 1939 figure.

Various Industries—Tanneries, 20 per cent; paper, 55; wood, 5; cigarettes, 110; Athens-Piraeus electricity plant, 103; electrical appliances, 10; lignite mines, 15; lead industry 40 per cent of the 1939 figure.

Czech or Slovak Names To Be Used

In order to ensure delivery of postal matter in Czechoslovakia, all articles should bear the Czechoslovakian name of the office of destination, i.e. in the Czech or Slovak language. The German or Hungarian names of such places are not to be used.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

108. **Argentina**—Favra, Ltd., Isabel La Catolica, 1249, Buenos Aires, specializing in the sale of industrial equipment, such as stationary boilers, regulating valves, tube blowers, heating, air conditioning and other ventilation machinery, chemical and oil refinery apparatus, is interested in securing agencies for Canadian firms producing such equipment.

Sr. Ralph V. Battino, commercial manager of this company, is presently in Canada. He will be proceeding shortly to New York, where his firm has an office at 25 West 68th Street, Apartment 5A, but will be returning later to this country.

Postal Information

Fort William-Duluth Air Service Starting

Commencing to-morrow, September 15, a daily air mail service will be established between Fort William and Duluth, departure being taken from Fort William at 9.50 a.m. daily, including Sunday, with the return flight being made at 11.25 a.m.

Air and Surface Transportation to Cambodia

Letters, printed matter and commercial papers up to 4 pounds 6 ounces, and samples up to one pound in weight, may be accepted for surface transmission to Cambodia and Cochin-China (French Indo-China). Air mail transportation of postal matter, up to one pound in weight, and registration service are also available.

Service To Annam Reopened

Unregistered letters, printed matter, commercial papers and samples weighing no more than 4 ounces may be forwarded to Annam, Laos and Tonkin (French Indo-China) by surface transport and by air. The air mail rate to French Indo-China is 50 cents for each half-ounce or fraction thereof. Money order and parcel post services to these destinations are still suspended.

Full Service To Java In Operation

The mail service to the Netherlands East Indies has been extended to include all classes of business correspondence, which was previously restricted to that for ascertaining facts and exchanging information.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

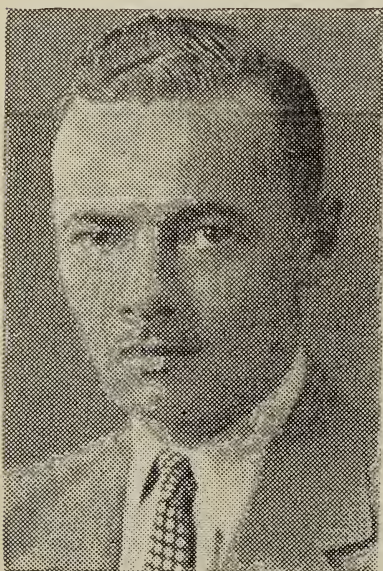
Ottawa—Foreign Trade Service, Department of Trade and Commerce

Belleville—Chamber of Commerce.
 Brantford—Board of Trade.
 Brockville—Chamber of Commerce.
 Calgary—Board of Trade.
 Gananoque—Chamber of Commerce.
 Granby—Board of Trade.
 Guelph—Board of Trade.
 Halifax—Board of Trade.
 Hamilton—Chamber of Commerce.
 Kentville—Board of Trade.
 Kingston—Chamber of Commerce.
 Kitchener—Chamber of Commerce.
 London—Chamber of Commerce.
 Montreal—Montreal Board of Trade.
 Niagara Falls—Chamber of Commerce.

Quebec City—Board of Trade.
 Renfrew—Board of Trade.
 St. Catharines—Chamber of Commerce.
 Saint John—Board of Trade.
 Sherbrooke—Chamber of Commerce.
 Toronto—Can. Manufacturers' Association.
 Vancouver—Can. Manufacturers' Association.
 Victoria—Dept. of Trade and Industry.
 Welland—Board of Trade.
 Windsor—Chamber of Commerce.
 Winnipeg—Can. Manufacturers' Association.

Maurice Bélanger, Commercial Secretary, Canadian Embassy, Rio de Janeiro, will resume his Canadian tour in Ottawa on September 16.

H. L. Brown, recently returned from Johannesburg, South Africa, where he was trade commissioner, began his Canadian tour in Toronto on July 15. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo. (Due to indisposition in Mr. Brown's family, it will be necessary for him to postpone the balance of his tour, as previously announced in the *Commercial Intelligence Journal*.)



K. F. Noble, formerly trade commissioner at Sydney, where his territory included the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies, commenced his Canadian tour in Ottawa on August 22. On the conclusion of his tour, Mr. Noble will take up the post of trade commissioner at Hong Kong.

James P. Manion, Canadian Trade Commissioner, whose market surveys of North Africa are being published currently in the *Commercial Intelligence Journal*, sailed for Europe in the SS. *Cavina* on September 7. He is proceeding to Rome, to which the office formerly in Milan is being transferred.

J. C. Depocas, formerly trade commissioner at Buenos Aires, where his territory included Uruguay and Paraguay, commenced his Canadian tour in Fredericton, N.B., on September 9. On the conclusion of his tour, Mr. Depocas will open a new office of the Trade Commissioner Service at Sao Paulo, Brazil.

Richard Grew, recently trade commissioner at Cairo, will commence his Canadian tour in Victoria on September 20. His territory included the Sudan, Palestine, Cyprus, Iraq, Syria, Iran and Turkey.

M. J. Vechsler, of Ottawa, formerly trade commissioner in Chile, resumed his Canadian tour in Edmonton on September 5. He has been appointed trade commissioner at Liverpool, where his territory will include the Midlands, the North of England and Wales. Mr. Vechsler will take up this post on the conclusion of his tour.

Their itineraries are as follows—

Maurice Bélanger

(Commercial Secretary, Canadian Embassy, Rio de Janeiro)

Ottawa—September 16.

H. L. Brown

(Recently Trade Commissioner at Johannesburg)

Montreal—September 5-19.

J. C. Depocas

(Appointed Trade Commissioner at Sao Paulo)

Quebec City—September 16-17.
Thetford Mines—September 18.
Sherbrooke—September 19.
Granby—September 20.
Drummondville—September 21.
Montreal—September 23-October 3.
St. Hyacinthe—October 4.
Gananoque—October 8.
Toronto—October 9-17.
Hamilton—October 18-19.
St. Catharines—October 18-19.

Niagara Falls—October 18-19.
Brantford—October 22.
London—October 23.
Walkerville—October 24.
Sault Ste. Marie—October 25.
Kitchener—October 28.
Guelph—October 29.
Winnipeg—November 1.
Edmonton—November 3.
Vancouver—November 5-14.
Victoria—November 5-14.

Richard Grew

(Recently Trade Commissioner at Cairo)

Victoria—September 20.
Vancouver—September 23-28.

Kelowna—September 30.
Winnipeg—October 3.

K. F. Noble

(Appointed Trade Commissioner at Hong Kong)

Montreal—September 10-23.
Granby—September 24.
Ottawa—September 25.
Renfrew—September 26.
Kingston—September 27.
Belleville—September 28.

Toronto—September 30-October 12.
Hamilton—October 14-15.
Welland—October 16.
London—October 18.
Windsor—October 19-21.
Kitchener—October 23.

M. J. Vechsler

(Appointed Trade Commissioner at Liverpool)

Vancouver—September 7-17.
Victoria—September 18-19.

Winnipeg—September 23.
Ottawa—September 25.

Appointed To Post In Rio de Janeiro

W. B. McCullough, of Fredericton, N.B., has been appointed Commercial Secretary for Canada (Agricultural Specialist) at Rio de Janeiro. He sailed early this week for Brazil from Port of Spain, Trinidad, to which he was posted on April 8, 1944, as Canadian Trade Commissioner (Agricultural Specialist). Mr. McCullough graduated from McGill University in 1932, having specialized in plant pathology and economic entomology. He secured experience in the production of certified seed potatoes, soil treatment and the control of potato diseases. Two and a half years were spent by Mr. McCullough in Buenos Aires, Argentina, as Assistant Trade Commissioner (Agricultural Products), prior to his appointment to Trinidad.

Population of South Africa Shows Marked Increase in Ten Years

Census returns reveal total of 11,258,858, of which 2,335,460 are of European extraction and 8,923,398 are coloured, representing natives, Asiatics and others—Johannesburg is metropolis, followed by Cape Town and Durban, with Pretoria in fourth place.

By J. H. English, Commercial Counsellor for Canada

Johannesburg, August 30, 1946.—Recent census returns reveal that the population of South Africa is now 11,258,858, which represents an increase of 1,688,960 over the official census figures for 1936. Of this total, 7,735,809 are natives (negroid), 2,335,460 are persons of European extraction, 282,539 are Asiatics and 905,050 are classed among mixed or other coloured races.

An increase of 17·40 per cent is shown in the total for the ten-year period. The number of Asiatics rose by 28·61 per cent, that of other coloured races by 17·59 per cent, and of the native population by 17·27 per cent. The European population during the decennial period increased by 16·55 per cent. The populations of the ten largest urban centres are as follows:

	Total	Europeans
Johannesburg	727,943	324,304
Cape Town	454,052	214,201
Durban	357,304	124,792
Pretoria	236,367	124,542
Port Elizabeth	146,231	64,745
Germiston	128,971	51,744
Springs	106,016	25,355
East London	78,530	39,646
Bloemfontein	82,322	37,750
Benoni	74,123	24,303

Trinidad Sugar Production Higher

Sugar production in Trinidad totalled 109,602 tons this year, as compared with 76,347 tons in 1945. Due to heavy rains, some 32,600 tons of cane were left over uncut. In Barbados, the total crop is expected to exceed 135,000 tons. Grinding is nearing completion in Jamaica, where the official estimate is 176,461 tons. The output in Antigua up to July 6 was 24,560 tons.—Barclays Bank Review.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the company or agent indicated.

Departures from Montreal

* Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator
Africa-East—			
Lourenco Marques...	September 20-28	<i>Empire Daring</i>	Elder Dempster
Lourenco Marques...	October 1-9	<i>Cabano</i>	Elder Dempster
Africa-South—			
Cape Town.....	September 10-20	<i>Cottrell</i>	Elder Dempster
Port Elizabeth.....	September 18-25	<i>Empire Magpie</i>	Montreal Shipping
East London.....	September 20-28	<i>Empire Daring</i>	Elder Dempster
Durban.....	October 1-9	<i>Cabano</i>	Elder Dempster
Argentina—			
Buenos Aires.....	September 27-30	<i>Fort Columbia</i>	Furness Withy
Australia—			
Brisbane.....	September 26-30	<i>Kaipaki</i>	M.A.N.Z. Line
Sydney.....			
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	September 19-21	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	September 20	<i>Carmelfjell</i>	Brock Shipping
Antwerp.....	September 20	<i>Grey County</i>	Canada Steamships
Antwerp.....	September 25-30	<i>Mont Sorrel</i>	Montreal Shipping
Antwerp.....	September 23-27	<i>Flint 2</i>	Canada Steamships
Antwerp.....	Late September	<i>Marchdale</i>	Canada Steamships
Antwerp.....	October 4-6	<i>Prins Willem Van Orange</i>	Shipping Limited
Antwerp.....	October 6-9	<i>Grey County</i>	Canada Steamships
Antwerp.....	October 10-12	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	October 17-21	<i>Twickenham</i>	Cunard White Star
Antwerp.....	Late October	<i>A Ship</i>	Shipping Limited
Antwerp.....	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator
Belgium—Con.			
Antwerp.....	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	November 14-16	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	November 15-19	<i>Beaconsfield</i>	Cunard White Star
Brazil—			
Rio de Janeiro.....	September 11-14	<i>Fort Panmure</i>	Furness Withy
Santos.....	September 27-30	<i>Fort Columbia</i>	Furness Withy
Br. Honduras—			
Belize.....	.....	A Ship	Saguenay Terminals
Ceylon—			
Colombo.....	September 27	<i>City of Florence</i>	McLean Kennedy
Colombo.....	September-October	A Ship	McLean Kennedy
China—			
Shanghai.....	September 24	<i>City of Yokohama</i>	McLean Kennedy
Colombia—			
Barranquilla.....	.....	A Ship	Saguenay Terminals
Costa Rica—			
Port Limon.....	.....	A Ship	Saguenay Terminals
Cuba—			
Havana.....	.....	A Ship	Saguenay Terminals
Curaçao.....		A Ship	Saguenay Terminals
Egypt—			
Alexandria.....	September 27	<i>City of Florence</i>	McLean Kennedy
Port Said.....	.....	
Eire—			
Dublin.....	September 17-20	<i>Lord Glentoran</i>	McLean Kennedy
Dublin.....	September 18-21	<i>Irish Elm</i>	Shipping Limited
France—			
Channel Ports.....	.....	A Ship	Montreal Shipping
Germany—			
Hamburg.....	September 25-30	<i>Mont Sorrel</i>	Montreal Shipping
Hamburg.....	Late September	<i>Marchdale</i>	March Shipping
Guatemala—			
Puerto Barrios.....	.....	A Ship	Saguenay Terminals
Greece—			
Piraeus.....	.....	A Ship	Montreal Shipping
Holland—			
Amsterdam	November 15-19	<i>Beaconsfield</i>	Cunard White Star
Rotterdam.....	September 19-21	<i>Prins Maurits</i>	Shipping Limited
Rotterdam.....	September 20	<i>Grey County</i>	Canada Steamships
Rotterdam.....	September 20	<i>Carmelfjell</i>	Brock Shipping
Rotterdam.....	September 23-27	<i>Flint 2</i>	Canada Steamships
Rotterdam.....	September 25-30	<i>Mont Sorrel</i>	Montreal Shipping
Rotterdam.....	Late September	<i>Marchdale</i>	March Shipping
Rotterdam.....	October 4-6	<i>Prins Willem Van Orange</i>	Shipping Limited
Rotterdam.....	October 6-9	<i>Grey County</i>	Canada Steamships
Rotterdam.....	October 10-12	<i>Prins Willem IV</i>	Shipping Limited
Rotterdam.....	Late October	A Ship	Shipping Limited
Rotterdam.....	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited
Rotterdam.....	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Rotterdam.....	November 14-16	<i>Prins Maurits</i>	Shipping Limited
Rotterdam.....	October 17-21	<i>Twickenham</i>	Cunard White Star
Honduras—			
La Ceiba.....	.....	A Ship	Saguenay Terminals
Hong Kong.....	September 24	<i>City of Yokohama</i>	McLean Kennedy

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator
India—			
Karachi.....	September 27 September–October	<i>City of Florence</i> A Ship	McLean Kennedy McLean Kennedy
Bombay.....			
Madras.....			
Calcutta.....			
Mediterranean—			
Central Area.....	September 15–25	A Ship <i>Mont Clair</i>	McLean Kennedy Montreal Shipping
Central Area.....			
Mexico—			
Vera Cruz.....		A Ship	Canadian National
Newfoundland—			
St. John's.....	September 13–16	<i>Ashleaf</i>	Shaw Steamships
St. John's.....	September 17–19	<i>Elgin</i>	Nfld. Canada S.S.
St. John's.....	September 30–Oct. 2	<i>Blue Peter II</i>	Montreal Shipping
Corner Brook.....		A Ship	Clarke Steamships
New Zealand—			
Auckland.....	September 23–28	<i>Port Saint John</i>	M.A.N.Z. Line
Wellington.....			
Lyttleton.....			
Dunedin.....			
Bluff.....			
Northern Ireland—			
Belfast.....	September 26–30	<i>Torr Head</i>	McLean Kennedy
Panama—			
Cristobal.....		A Ship	Saguenay Terminals
Philippines—			
Manila.....	September 24	<i>City of Yokohama</i>	McLean Kennedy
Puerto Rico—			
San Juan.....		A Ship	Saguenay Terminals
San Domingo—			
Ciudad Trujillo.....		A Ship	Saguenay Terminals
Scandinavia—			
Baltic Ports.....	September 18	<i>Svanefjell</i> <i>Stegholm</i>	Brock Shipping Swed. Amer. Mexico
Baltic Ports.....	Sept. 30–Oct. 3		
United Kingdom—			
Avonmouth.....	September 14–18	<i>Pacific Exporter</i> <i>Boston City</i>	Furness Withy Cairn-Thomson
Avonmouth.....	September 26–30		
Bristol.....	September 14–18	<i>Pacific Exporter</i> <i>Boston City</i>	Furness Withy Cairn-Thomson
Bristol.....	September 26–30		
Glasgow.....	September 17–24	<i>Salacia</i>	Donaldson Atlantic
Hull.....	September 23–26	<i>Bassano</i>	Ellerman Wilson
Leith.....	September 21–25	<i>Cairnesk</i>	Cairn-Thomson
Liverpool.....	September 17–20	<i>Lord Glentoran</i> <i>Port Sydney</i> <i>Torr Head</i> <i>Valacia</i> <i>Beaverburn</i> <i>Beaverford</i>	Head Line Cunard White Star McLean Kennedy Cunard White Star Canadian Pacific Canadian Pacific
Liverpool.....	September 23–27		
Liverpool.....	September 26–30		
Liverpool.....	October 4–11		
Liverpool.....	October 12		
Liverpool.....	October 19		
London.....	September 20	<i>Carmelfjell</i> <i>Bayano</i> <i>Beaverdell</i> <i>Beaverglen</i>	Brock Shipping Cunard White Star Canadian Pacific Canadian Pacific
London.....	September 20–26		
London.....	October 2		
London.....	October 11		
Manchester.....	September 11–18	<i>Manchester Commerce</i> <i>Manchester City</i> <i>Manchester Trader</i>	Furness Withy Furness Withy Furness Withy
Manchester.....	October 3		
Manchester.....	October 6–10		
Newcastle.....	September 21–25	<i>Cairnesk</i>	Cairn-Thomson

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator
Uruguay— Montevideo.....	September 27-30	<i>Fort Columbia</i>	Furness Withy
Venezuela— La Guaira..... Maracaibo.....	.....	A Ship	Saguenay Terminals
West Indies—			
Antigua.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Antigua.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Antigua.....	September 18-23	* <i>Chomedy</i>	Canadian National
Antigua.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Antigua.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Antigua.....	October 17-25	A Ship	Alcoa Steamships
Antigua.....	October 20-25	* <i>Colborne</i>	Canadian National
Barbados.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Barbados.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Barbados.....	September 18-23	* <i>Chomedy</i>	Canadian National
Barbados.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Barbados.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Barbados.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Barbados.....	October 17-25	A Ship	Alcoa Steamships
Barbados.....	October 20-25	* <i>Colborne</i>	Canadian National
Bermuda.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Bermuda.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Bermuda.....	September 25-29	* <i>Cartier Park</i>	Canadian National
Bermuda.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	October 3-7	* <i>Maisonneuve Park</i>	Canadian National
Bermuda.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Bermuda.....	October 17-25	A Ship	Alcoa Steamships
Bermuda.....	October 20-24	* <i>Canadian Observer</i>	Canadian National
Br. Guiana.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Br. Guiana.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Br. Guiana.....	September 18-23	* <i>Chomedy</i>	Canadian National
Br. Guiana.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Br. Guiana.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Br. Guiana.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Br. Guiana.....	October 17-25	A Ship	Alcoa Steamships
Br. Guiana.....	October 20-25	* <i>Colborne</i>	Canadian National
Dominica.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Dominica.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Dominica.....	October 20-25	* <i>Colborne</i>	Canadian National
Grenada.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Grenada.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Grenada.....	September 18-23	* <i>Chomedy</i>	Canadian National
Grenada.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Grenada.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Grenada.....	October 17-25	A Ship	Alcoa Steamships
Grenada.....	October 20-25	* <i>Colborne</i>	Canadian National
Jamaica.....	September 25-29	* <i>Cartier Park</i>	Canadian National
Jamaica.....	October 3-7	* <i>Maisonneuve Park</i>	Canadian National
Jamaica.....	October 20-24	* <i>Canadian Observer</i>	Canadian National
Montserrat.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Montserrat.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Montserrat.....	October 20-25	* <i>Colborne</i>	Canadian National
Nassau.....	September 25-29	* <i>Cartier Park</i>	Canadian National
Nassau.....	October 3-7	* <i>Maisonneuve Park</i>	Canadian National
Nassau.....	October 20-24	* <i>Canadian Observer</i>	Canadian National
St. Kitts.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Kitts.....	September 17-25	<i>Alcoa Planter</i>	Alcoa Steamships
St. Kitts.....	September 18-23	* <i>Chomedy</i>	Canadian National
St. Kitts.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Kitts.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Kitts.....	October 17-25	A Ship	Alcoa Steamships
St. Kitts.....	October 20-25	* <i>Colborne</i>	Canadian National
St. Lucia.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Lucia.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships

Departures from Montreal—*Concluded*

Destination	Loading Date	Vessel	Operator
St. Lucia.....	September 27-30	<i>*Lorne Park</i>	Canadian National
St. Lucia.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
St. Lucia.....	October 17-25	<i>A Ship</i>	Alcoa Steamships
St. Lucia.....	October 20-25	<i>*Colborne</i>	Canadian National
St. Vincent.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Vincent.....	September 17-25	<i>*Alcoa Planter</i>	Alcoa Steamships
St. Vincent.....	September 27-30	<i>*Lorne Park</i>	Canadian National
St. Vincent.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Vincent.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
St. Vincent.....	October 17-25	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	October 20-25	<i>*Colborne</i>	Canadian National
Trinidad.....	September 7-15	<i>Alcoa Puritan</i>	Alcoa Steamships
Trinidad.....	September 17-25	<i>*Alcoa Planter</i>	Alcoa Steamships
Trinidad.....	September 18-23	<i>*Chomedy</i>	Canadian National
Trinidad.....	September 27-30	<i>*Lorne Park</i>	Canadian National
Trinidad.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
Trinidad.....	October 17-25	<i>A Ship</i>	Alcoa Steamships
Trinidad.....	October 20-25	<i>*Colborne</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the above table, the following departures are listed by operators:—

Destination	Loading Date	Vessel	Operator
Iceland— Reykjavik.....	September 15-20	<i>Salmon Knot</i>	F. K. Warren Ltd.
Newfoundland— St. John's.....	September 13-16	<i>Fort Amherst</i>	Furness Withy
St. John's.....	September 20-23	<i>Fort Townshend</i>	Furness Withy
United Kingdom— Southampton.....	September 26	<i>Aquitania</i>	Cunard White Star
West Indies— Bermuda.....	September 20-23	<i>Fort Amherst</i>	Furness Withy

Departures from Vancouver

Destination	Loading Date	Vessel	Operator
Africa— Cape Town.....	September 15 Late September	<i>Limburg</i> <i>Lloycrest</i>	Dingwall Cotts Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
Lourenco Marques..)			
Argentina— Buenos Aires.....	Late September	<i>Heranger</i>	Empire Shipping
Buenos Aires.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
Buenos Aires.....	November	<i>Hardanger</i>	Empire Shipping
Australia— Brisbane.....	September 25	<i>Wairuna</i>	Canadian Australasian
Sydney.....	September 27	<i>Rabaul</i>	W. R. Carpenter
Melbourne.....	September 30	<i>Boogabilla</i>	Empire Shipping
	October 23	<i>Booolongena</i>	Empire Shipping
	Late October	<i>Suva</i>	W. R. Carpenter
	Late November	<i>Lauloka</i>	W. R. Carpenter

Departures from Vancouver—Con.

Destination	Lodaing Date	Vessel	Operator
Hobart.....	September 25	<i>Wairuna</i>	Canadian Australasian
Melbourne.....			
Sydney.....			
Melbourne.....	October 10	<i>Waitemata</i>	Canadian Australasian
Sydney.....			
Belgium— Antwerp.....	Late September	<i>Argentina</i>	Gardner Johnson
Brazil— Rio de Janeiro.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
Recife.....			
Burma— Rangoon.....		A Ship	Dingwall Cotts
China— Shanghai.....	Late September	<i>Winnipegosis Park</i> <i>Greengables Park</i> <i>Granville</i> <i>Vingnes</i>	Seaboard Shipping
Shanghai.....	September 18		Anglo Canadian
Shanghai.....	October 10-14		Balfour Guthrie
Tsingtao.....	October		Empire Shipping
Colombia— Cartageena.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
Curaçao.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
Hawaii— Honolulu.....		A Ship	Dingwall Cotts
Holland— Rotterdam.....	Late September	<i>Argentina</i>	Gardner Johnson
Hong Kong.....	October 10-14	<i>Granville</i>	Balfour Guthrie
India— Calcutta.....		A Ship	Dingwall Cotts
Mediterranean— Central Area.....		A Ship	Empire Shipping
Mexico.....		A Ship	Johnston Walton
Netherlands East Indies.....		A Ship	Dingwall Cotts
New Zealand— Auckland.....	Mid-September October 10	<i>Wairuna</i> <i>Waitemata</i>	Canadian Australasian
Wellington.....			Canadian Australasian
Philippines— Manila.....	October 10-14	<i>Granville</i>	Dingwall Cotts
Cebu.....			Balfour Guthrie
Iloilo.....			
South Africa.....	September 10	<i>Mission Park</i>	Canadian Transport
South America— East Coast.....		A Ship	Balfour Guthrie
South Sea Islands— Lautoka.....	September 25	<i>Wiaruna</i>	Canadian Australasian
Papeete.....	October 10	<i>Waitemata</i>	Canadian Australasian
Rarotonga.....			
Sweden.....		A Ship	Gardner Johnson
United Kingdom— Cardiff.....	October 1-4	<i>Samsette</i>	Donaldson Line
Liverpool.....	September 18	<i>Samdauntless</i>	Furness Line
Liverpool.....	October 1-4	<i>Samsette</i>	Donaldson Line
Liverpool.....	October 11	<i>Samson</i>	Furness Line
London.....	October 11	<i>Samson</i>	Furness Line

Departures from Vancouver—*Concluded.*

Destination	Loading Date	Vessel	Operator
Uruguay— Montevideo.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
Venezuela— Puerto Cabello.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
West Indies— Jamaica..... Trinidad	Late September October 7-11	<i>Magister</i> <i>Ringleader</i>	Canada Shipping Balfour Guthrie

Shippers to South Africa Urged To Pack Products With Care

Losses sustained by breakage and pilferage presently facilitated by delays in movement of goods to inland destinations and shortage of storage space—Packaging suggestions presented.

By S. V. Ailen, Commercial Secretary for Canada

Cape Town, August 30, 1946.—Relatively severe losses have been incurred recently in South Africa through pilferage and breakage, attributed in large measure to faulty packing by shippers in other countries. This has occasioned considerable concern to importers and insurance companies in this country.

Storage facilities and the clearance of commodities through Customs are inadequate, and frequent delays are experienced in the movement of imports from dock areas to destinations inland. Such conditions provide unusual opportunities for breakage, damage from weather and pilferage. It is suggested, therefore, that shippers in Canada note the following recommendations:

- (a) Container board and fibre material for outside cases should be avoided, if possible, unless they are fully strapped with steel.
- (b) Steel strip or wire should be used on all outside cases.
- (c) Additional interior support should be provided to prevent certain articles, such as hats, from being crushed. This can occur when shipments are made separately or nested in individual cartons within the packing case.
- (d) Packing methods suitable for domestic trade are not necessarily suitable for the shipment of Canadian products to this market.

Exporters should be guided by the advice of their agents or distributors as to the type of packing best suited to their particular commodity. Such advice should be sought, whenever possible, in order to avoid undesirable claims and disappointment to buyers.

Unless adequate packing precautions are taken, future sales to South Africa and the reputation of Canadian shippers may be jeopardized.

Go'd Smuggled Into Palestine

Gold is being smuggled into Palestine in considerable quantities from neighbouring countries, according to the July issue of Barclays Bank Review. The price of gold sovereigns has fallen to about £P.4.750 per sovereign.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in respect of shipments to countries in non-sterling areas, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations September 2	Nominal Quotations September 9
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2465	.2465
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0541	.0541
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2084
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupce	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3770	.3770
Netherlands East Indies.....	Florin	....	.3770	.3766
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2785	.2785
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0077	.0077
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
		....	.2985	.2985
Venezuela.....	Bolivar	....		.2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5983).

Commodity Officers—

Foods—

Live stock and products, fish and products, H. A. Gilbert (2380).
Plants and products, G. F. Clingan (7523).
Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals—

Iron and steel products, T. S. Walsh (4082).
Non-ferrous metals and non-metallic minerals, A. M. Tedford (4160).
Chemicals and allied products, S. G. Barclay (7886).
Machinery and industrial equipment, C. J. Gardner (4082).
Electrical machinery and equipment, A. S. MacRae (7601).
Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber—

Textiles and apparel, G. R. Poley and J. U. Curtis (3004).
Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper—

Wood and products, G. H. Rochester (6974).
Paper and products, E. Clarke and N. R. Chappell (6974).

General Products—

General products, W. H. Grant (3209).
Miscellaneous products, P. G. Jones (4160).
Durable consumer-goods, E. L. Smith (7601).

Token Shipments—W. H. Black (5983).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417, 7163, 7953); Assistant Director, C. F. McGinnis.

Raw Materials Section—Chief, C. F. McGinnis; (Supply Research), A. C. Fairweather, P. E. Jensen and M. C. Hughes; (Trade Controls), W. G. Hopkins.

Manufactured Goods Section—H. B. Scully and G. C. Clarke.

Trade Services Directory—A. J. Langdon.

Canadian Importers' Directory—Miss M. E. Adams.

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5468).

Commercial Relations Division—Director, H. R. Kemp (5151); Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819).

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, S. L. Tilley (6394).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in twenty-eight British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA.

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—Excrecorp.

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries.

Canadian Trade Commissioners

The title, **Canadian Government Trade Commissioner**, should be used in addresses of letters, except where otherwise indicated. Cable address:—
Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).

Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Métropole, 7th Floor, Av. Presidente Wilson.165.

British Malaya

ARTHUR WILDING, Canadian Commercial Agent. Address for letters: Room D-2, Union Building, Singapore.

Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India.

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building. Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523. Territory includes Republic of Panama, the Canal Zone, Nicaragua, and Costa Rica.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17. Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

RICHARD GREW. Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil. Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Hong Kong

C. R. GALLOW (Acting). Address for letters—% Passenger Department, Canadian Pacific Railway Company.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

Ireland

E. L. MCCOLL, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Canadian Trade Commissioners

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—% British Embassy, Rome.

Territory includes Czechoslovakia, Malta, and Yugoslavia.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Territory includes Guatemala, Honduras, and Salvador.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 33, Auckland. Office—Yorkshire House, Shortland Street.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Orange Free State, the Rhodesias, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, Cantracom.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province and Southwest Africa, Natal, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, Cantracom.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, Canadian Stockholm.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: H. L. E. PRIESTMAN, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England and East Anglia.

Cable address, Sleighing, London.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist). Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucum.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—8° Piso, Edif. America, Esq., Veroes, Caracas.

Territory includes Netherlands West Indies.

Commercial Intelligence Journal

Vol. LXXV

OTTAWA, SEPTEMBER 21, 1946

No. 2225



NOTICE TO SUBSCRIBERS

Subscribers are requested to renew their subscriptions to the *Commercial Intelligence Journal* on receipt of a notice from the King's Printer, Government Printing Bureau, Ottawa. Renewal notices will be mailed to subscribers four weeks prior to the expiry date of their subscriptions. If no reply has been received by this date, the name of the subscriber will be removed from the mailing list on the assumption that he no longer wishes to receive this publication.

The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, SEPTEMBER 21, 1946

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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COVER SUBJECT—Regina, Saskatchewan, centre of prairie wheat belt, from which a flow of golden grain is now being directed towards the eastern and western seaboards, en route to stricken countries overseas. The 1946 wheat crop was estimated on September 12 at 440,567,000 bushels, which exceeds the crop of last year by 135,000,000 bushels. This air photograph reveals the rectangular pattern of the wheat fields, the Parliament Buildings of Saskatchewan, at right centre; the Regina Airport, at left centre; and the R.C.M.P. Barracks, beyond the airport.

R.C.A.F. Photograph

Canadian Toys Create Happiness For Children in Many Lands

Production of playthings valued at \$18,189,557 in 1945; approximately four times that of prewar sales—Removal of Germany and Japan as sources of supply provided stimulus to industry here—New trends of thought create increasing demand in domestic and foreign markets for toys of all kinds.

By P. Grant Jones, Export Division, Foreign Trade Service

(Ed.—The author of this article was closely associated with industries producing recreation equipment, prior to joining the Foreign Trade Service. As secretary of the Canadian Playthings Manufacturers Association, he was largely responsible for organizing Canada's First Annual Toy Fair in 1941.)



Canada enjoys the enviable reputation of being one of the world's foremost producers of toys and other playthings, ranking in importance with the United Kingdom and the United States. It is estimated that production during 1945 had a value of \$18,189,557, this figure having been reached during a recent survey by Canadian Playthings Manufacturers, Inc., the official association of the industry. It may be assumed that this total is at least four times the prewar sales volume of the industry, indicating the extent to which it has contributed to the national economy and welfare of Canadians during the war years.

The advance achieved by the industry may be attributed in large measure to conditions prevailing during the period of hostilities recently concluded. Former sources of supply in Germany and Japan were closed, and toy imports from Great Britain and the United States were reduced to a trickle. As a consequence, Canadian manufacturers secured a virtual monopoly of the domestic market. The encouragement thus received by producers in this country should be materially reflected in external trade figures for years to come.

Adults and Children Appreciate Toys

Aggressiveness shown by individual manufacturers in exploiting the growing appreciation by adults and children of the play-value of toys, has also contributed to the remarkable developments. Producers capitalized on the fact that the education of a child begins in the cradle and continues all through life, and that playthings must therefore be designed for all age groups.

The industry also turned to good account the modern trend of thinking, to the effect that toys have an education value, inspire creative recreation, sharpen the purchaser's power of observation and judgment, teach good sportsmanship and citizenship, reflect the customs and ideals of Canadians, including the national characteristics of other countries transplanted through immigration; counteract delinquent influences and contribute in general a wholesome tone to one's outlook on life.



Toys and other playthings are produced by 250 Canadian manufacturers, of which these are a few made available for the domestic market.

Factors Contributing To Expansion

Other factors contributing to expansion in the toy industry of Canada are:

(a) Personal incomes are higher, enabling citizens to purchase more than the bare necessities required to sustain life.

(b) Relatively small amounts of capital and equipment are required to establish plants for the manufacture of toys and games.

(c) Many service personnel, recently discharged from the armed forces, are skilled in handicrafts and prepared to invest their savings and gratuities in some form of self-employment. Mechanization of the three services produced thousands of tradesmen, while the creation of "hobby" clubs on various stations encouraged interest in arts and handicrafts that now return increased dividends.

(d) Raw materials for the fabrication of toys and other playthings are readily available in Canada.

(e) Reductions in working hours in many industries have provided more leisure time for recreation and sports in which equipment is required. Incomes are also being supplemented by the manufacture of toys during leisure hours.

(f) Demands from other countries for Canadian-made toys and games have furnished further stimulus to the industry, which is coming to appreciate the opportunities of feeding the export market.

Upwards of 250 Manufacturers In Canada

The number of producers has risen from around fifty in 1939 to upwards of 250, presently recorded by the Foreign Trade Service at this date. Items being produced include toy balloons, scooters, tricycles, steel fire

engines, dolls, Christmas-tree decorations, model aircraft, playground equipment, juvenile furniture, games of all kinds, and a wide variety of other articles suitable for people of all ages. Materials employed include wood, metal, rubber, plastics and paper. In some cases, toys represent the entire output of plants engaged in their manufacture, while in other instances they are only a side-line.

Canadian Toy Fair Creates Stimulus

The inauguration in 1941 of a "Canadian Toy Fair" aroused considerable attention, and attracted hundreds of leading domestic trade buyers. Numerous buyers and other visitors from the United States, the British West Indies, Great Britain, Latin American countries, Newfoundland, South Africa, Sweden and other countries also attended this exhibition. Ninety-one Canadian manufacturers of toys and other playthings were represented at the 1946 fair, held last March in Toronto, 25 per cent of the exhibitors making their trade show debut. Indications point to even larger representation at the Seventh Annual Toy Fair, scheduled for Montreal during the spring of 1947.

The Canadian Playthings Manufacturers Association, as its name implies, includes in its membership only firms actually engaged in the manufacture of playthings. Wholesalers and retailers are excluded from membership. It is believed that no other trade association is as completely representative of its industry, since membership is a prerequisite to participation at the annual toy fair.

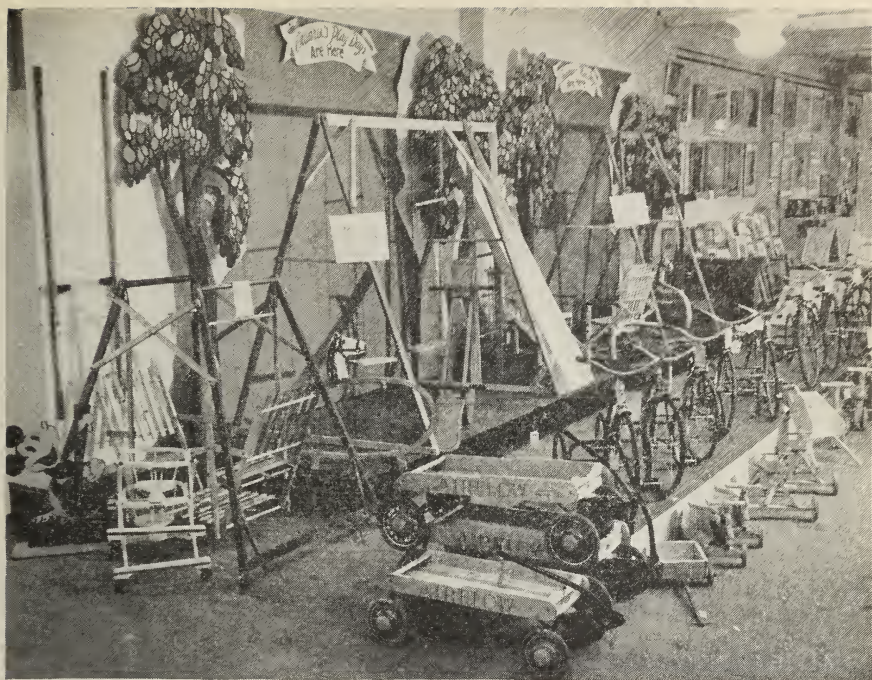
Merchandising No Longer Seasonal

The toy business was at one time seasonal, with the largest proportion of retail sales being effected during the six weeks preceding Christmas. While this period provides a grand finale to the year's activities, merchandising is spread over the twelve months, with such occasions as Easter, Children's Day (in June), Back-to-School Day (in the early part of September), and Hallowe'en being underscored. The trade also indicates that "every day is some child's birthday". As a result of the interest created in toys, sales have increased materially and been distributed more evenly over the twelve months.

Markets offering the greatest opportunities to Canadian exporters of toys are: South Africa, which cancelled import controls some months ago; Central and South American republics, where import controls are less rigid than in some other countries; Newfoundland, the British West Indies and the United States.

Sterling Bloc Prospects Presently Poor

Although Australia, Great Britain and New Zealand may conceivably become favourable markets for Canadian toys, present prospects are somewhat discouraging. This is due to the inability of importers in most countries of the sterling bloc to secure import licences from their local control authorities. This condition has arisen through the inability of such countries to obtain sufficient Canadian and United States currency. An arrangement has been effected between the governments of Great Britain and Canada, whereby token imports of toys will be accepted from Canadian manufacturers engaged in this trade with Great Britain during 1936, 1937 and 1938. Twenty per cent of their average shipments to the United Kingdom during that period may be admitted at this time. While this plan keeps the door open to Britain's market for prewar exporters, only a limited number of toy manufacturers derive any advantage from the concession.



Scooters, swings, tricycles, coasters and other playground equipment have a ready market in Canada during the late spring and summer, but can be exported throughout the year to countries in both the Northern and Southern Hemispheres.

Factors for Study by Exporters

Provided prices are competitive, firms seeking foreign markets for their toys should consider the following factors:—

- (a) Prices and quality of products being offered by their competitors in the markets concerned.
- (b) Customs tariffs imposed by the country of destination.
- (c) Import restrictions, where these exist, in the importing country.
- (d) Availability of foreign exchange.
- (e) Terms quoted by other exporters and by importers.
- (f) Domestic competition in the importing country.

Most toy lines are no longer under Canadian export control. Except in the case of toys with a major textile content, where the value of rubber in any given shipment exceeds five dollars, or where the matter of repayment of subsidies is involved, export permits for practically all destinations are not required.

Appraisal By Industry of Its Future

The following extracts from an article in a recent issue of "Sport Goods and Playthings" indicate the industry's appraisal of its own future, both in the export and domestic fields:—

"In order to hold even the home market, large-scale production methods are necessary to produce cheap toys, but with such production, outlets other than Canada will have to be found to handle the surplus. So, the problem is one of enlarging distribution.

"Up to the present time, Canada's playthings industry has had few distribution problems. It has had plenty of production problems—a bigger

home market than it has been able to supply even with greatly expanded plant—but now it is getting into a better position in regard to both materials and labour. As production problems decrease, those of distribution are bound to rise.

"It is quite conceivable that Canada could become a big exporter of playthings and at the same time import considerable quantities of them. These latter would be items which, because of novelty, or some special production considerations, could be imported more economically than those produced at home. It is quite likely, however, that a growing volume of playthings will be imported into Canada, whether we go in for large-scale exporting or not. This is all the more reason why Canadian playthings manufacturers should give very careful consideration to export possibilities. United Kingdom manufacturers are doing so, and have the active support of government bureaus and trade organizations. Manufacturers in the United States are alive to export possibilities and will likely develop them as soon as they get over the hump of supplying their home trade. It is suggested that an Export Section of the Canadian Playthings Manufacturers organization could perform a valuable service to our own industry."

Export Possibilities Promising

The association, in a notice to its members, feels that export possibilities are unusually promising. In the past, "slightly less than half of the association's members have exported their merchandise to other countries. It has not been possible to obtain sufficient detailed information as to the extent and direction of this trade, but it is clear that the export of playthings was increasing before the war. Exports for 1946, providing barriers, such as import licences, are removed, are estimated by twenty-five manufacturers at \$1,140,000 to the British Empire, \$274,000 to the United States, and \$570,000 to other countries."

According to returns recently released by the Dominion Bureau of Statistics, dolls and toys were exported from Canada during the first six months of this year to the following countries: Australia, Barbados, British Guiana, Eire, India, Jamaica, Newfoundland, South Africa, Southern Rhodesia, Trinidad and other islands in the British West Indies. In addition, toys have been exported to Bermuda, British Honduras, Ceylon, Argentina, Belgian Congo, Brazil, Chile, Ecuador, Egypt, Haiti, Honduras, Italy, the Netherlands West Indies, Nicaragua, Puerto Rico, San Domingo and Uruguay. This broad list indicates that Canadians are contributing towards the happiness of children around the world and, through their efforts, bringing pleasure indirectly to the parents of youngsters receiving such gifts.

Newsprint From Russia Reaches Argentina

Five thousand tons of newsprint, consigned to the Russian Commercial Mission in Argentina, arrived in Buenos Aires on September 1 aboard the Russian SS. *Akademic Krilov*. It has not been learned how this newsprint will be distributed, but it is reported that the shipment was made in accordance with an arrangement between the governments of Argentina and the U.S.S.R., whereby Russian newsprint will be exchanged for Argentine hides, foodstuffs, fats and oils.

India Authorizes Footwear Exports

Bombay, September 7, 1946 (FTS)—Exports of leather footwear are now authorized to all permissible destinations by bona fide manufacturers, up to ten per cent of their previous year's production.

Imports of Coffee are Higher But Tea Purchases Lower

Substantial advance shown in value of nuts brought in during past seven months for consumption—Larger volume of fruit juices and syrups received—Material decline in value of war materials imported.

(Ed.—This is the second of two articles pertaining to imports for consumption during the first seven months of 1946, the first having dealt specifically with imports by countries.)

Although Canada's imports for consumption continue to increase, as compared with last year, few material advances are featured in the commodity returns recently released by the External Trade Branch, Dominion Bureau of Statistics. There is an all-over increase of \$104 millions in the value of imports during the first seven months of the current calendar year, despite a decline of \$70 millions in the value of war materials returned to Canada. In addition, the long list of items imported by Canada includes a small proportion of products that were used specifically for the prosecution of the war overseas.

Coffee and chicory imports have increased in value by \$7,764,000, whereas those of tea have decreased in value by \$7,442,000 during the period under review. There has also been an advance in Canada's purchases of nuts, amounting in value to one of \$6,938,000, imports in the last seven months totalling \$12,865,000, which compares with \$5,927,000 during the corresponding period of 1945, and with \$3,999,000 five years ago. Fruit juices and fruit syrups have been made available by other countries in larger volume, imports being higher in value by \$2,749,000. There has also been an increase of \$3,051,000 in the value of alcoholic beverages brought into the country, of which the largest proportion is in the distilled category.

Paper and Book Imports Higher

Other advances of more than passing note are in wool, paper, books and printed matter, farm implements and machinery, other machinery, precious metals, other than gold; petroleum products, household and personal equipment, including refrigerators; and musical instruments. On the other side of the ledger may be noted decreases in the importation of crude rubber, rolling mill products, automobile parts, radio and wireless apparatus, and non-ferrous metals.

Imports in the nine commodity groups, including that classed as "miscellaneous", are summarized in the following table, compared with corresponding figures last year and with import values for the twelve-month period of 1939:—

Imports by Commodity Groups

	Jan.-July 1946	Jan.-July 1945 (\$ millions)	Jan.-Dec. 1939
Agricultural and Vegetable Products..	175.3	138.3	127.8
Animals and Animal Products.....	36.2	24.8	32.7
Fibres, Textiles and Products.....	136.3	116.2	100.9
Wood and Wood Products.....	39.0	27.7	33.7
Iron and Iron Products.....	253.5	235.8	183.2
Non-Ferrous Metals and Products...	62.8	63.2	42.1
Non-Metallic Minerals and Products..	165.4	145.2	132.8
Chemicals and Products.....	54.5	46.4	43.7
Miscellaneous Commodities	118.5	139.7	54.1
Totals.....	\$1,041.5	\$937.3	\$751.0

Merchandise imports into Canada during July maintained the marked expansion of the preceding months over last year, being valued at \$161,-615,124 as compared with \$138,689,915 for July last year, according to figures released by the Dominion Bureau of Statistics. July imports show an increase over those of June, which stood at \$157,658,150, and compare in value with the record figure of \$164,196,552 for May this year.

For the seven months ending July imports into Canada aggregated \$1,041,490,077 as compared with \$937,375,884 for the corresponding period of 1945, an increase of nearly 10 per cent.

Canadian Imports by Commodities

Articles Imported	Month of July		Seven Months ended July	
	1945	1946 Thousands of	1945 Dollars	1946
AGRICULTURAL AND VEGETABLE PRODUCTS.	21,025	23,914	138,295	175,352
Fruits	7,515	9,969	40,707	55,205
Fruits, fresh	6,642	7,508	32,380	41,489
Fruits, dried	626	1,510	6,243	7,366
Fruits, canned	150	658	1,108	2,626
Fruit juices and fruit syrups	97	293	975	3,724
Nuts	574	938	5,927	12,865
Vegetables	2,204	1,706	14,704	23,196
Vegetables, fresh	2,188	1,660	14,473	22,782
Vegetables, dried	9	13	31	267
Vegetables, canned	2	6	46	23
Pickles, sauces and catsups	5	27	153	125
Grains and products	884	886	6,089	7,744
Rice	10	10	1,261	633
Oils, vegetable, edible	50	113	234	1,295
Sugar and products	3,884	3,345	20,813	22,041
Sugar	3,742	2,372	19,772	17,606
Cocoa and chocolate	1,319	613	3,519	2,948
Coffee and chicory	740	2,077	3,884	11,648
Spices	82	46	507	591
Tea	447	....	12,330	4,968
Vegetable products, other, mainly food	54	64	430	1,322
Beverages, alcoholic	402	1,013	3,463	6,514
Ale, beer and porter	3	1	26	5
Beverages, distilled	352	768	3,008	5,216
Wines	48	244	429	1,294
Gums and resins	268	337	2,657	2,757
Oil cake and oil cake meal	19	33	108	199
Oils, vegetable, not edible	896	494	7,087	5,646
Plants, shrubs, trees and vines	17	20	376	818
Rubber	1,082	1,474	10,348	8,594
Rubber, crude	440	621	5,158	2,372
Seeds	34	34	1,163	1,130
Tobacco	213	264	1,379	1,915
Vegetable products, other, not food ..	342	488	2,570	3,957
ANIMALS AND ANIMAL PRODUCTS.....	2,587	5,270	24,799	36,232
Animals, living	43	190	1,193	1,764
Bone, ivory and shell products	41	62	383	414
Feathers and quills	18	54	120	257
Fish and fishery products, n.o.p.	360	729	1,869	2,570
Fish, fresh and frozen	342	622	1,552	1,988
Fish, dried, salted, pickled, smoked .	4	14	134	233
Fish, canned or preserved .....	....	35	40	68
Furs	840	1,540	10,096	16,829
Undressed furs	460	651	6,944	11,299
Hair and bristles	99	253	711	1,316
Hides and skins, raw	108	235	1,959	1,321
Leather, unmanufactured	252	308	2,025	2,385
Leather, manufactured	219	382	1,852	2,688
Meats	37	72	425	719
Milk and products	14	71	172	365
Animal oils, fats, greases and wax....	170	884	1,747	2,749
Animal products, other	385	489	2,249	2,856
FIBRES, TEXTILES AND TEXTILE PRODUCTS.	16,044	18,114	116,226	136,279
Cotton	6,356	8,521	50,409	61,285
Raw, and linters	2,544	3,265	20,871	25,006
Yarn	676	693	4,305	4,829
Fabrics	2,637	3,756	21,282	25,721

Canadian Imports by Commodities—Continued

Articles Imported	Month of		Seven Months	
	July		ended July	
	1945	1946 Thousands of	1945 Dollars	1946
FIBRES, TEXTILES, ETC.—Con.				
Flax, hemp and jutee	2,211	1,155	10,671	13,266
Yarn	163	90	978	759
Fabrics, flax and hemp	86	216	530	1,390
Fabrics, jute	1,627	283	7,167	7,664
Silk	162	282	1,183	1,638
Fabrics	158	257	1,158	1,567
Wool	3,916	4,982	26,506	32,350
Raw wool	1,037	1,368	6,913	9,111
Noils and tops	648	667	4,122	4,724
Yarn	693	739	4,225	3,802
Worsteds and serges	755	845	5,015	6,813
Fabrics, other	617	644	3,781	4,304
Artificial silk	1,951	1,548	13,826	11,190
Yarn, twist and thread	1,276	727	7,927	5,319
Fabrics	634	628	5,653	4,918
Fibres and products, other	274	78	4,383	5,835
Mixed textile products	1,175	1,546	9,249	10,715
WOOD, WOOD PRODUCTS AND PAPER.....				
Wood, unmanufactured	3,836	5,595	27,704	38,971
Planks and boards	512	774	3,638	4,504
Wood, manufactured	372	537	2,365	2,796
Wood pulp	626	876	4,716	6,015
Paper	90	151	687	840
Books and printed matter	1,038	1,465	7,720	10,625
	1,660	2,480	11,629	17,827
IRON AND ITS PRODUCTS				
Iron ore	34,745	43,665	235,850	253,500
Ferro-alloys	946	1,047	3,811	1,657
Pigs, ingots, blooms, billets	9	18	465	199
Scrap iron	127	12	1,940	301
Castings and forgings	116	140	589	874
Rolling mill products	621	722	5,535	3,698
Pipes, tubes and fittings	5,649	4,165	32,202	27,783
Wire	369	680	2,841	4,632
Chains	376	224	2,590	1,913
Engines and boilers	141	111	1,176	942
Farm implements and machinery	2,172	4,942	18,876	16,744
Hardware and cutlery	4,127	6,674	29,212	33,821
Machinery (except agricultural)	413	575	2,614	3,715
Springs	8,642	10,890	54,543	69,663
Stamps and coated products	93	40	243	697
Tools	134	271	1,134	1,731
Vehicles, chiefly of iron	655	835	4,498	5,686
Automobiles, freight	7,421	8,263	54,165	53,811
Automobiles, passenger	85	553	1,655	2,563
Automobile parts	756	2,108	1,865	8,265
Iron products, other	6,313	4,741	47,298	38,742
	2,734	4,056	19,414	25,633
NON-FERROUS METALS AND PRODUCTS				
Aluminium	8,217	10,458	63,234	62,846
Brass	1,067	1,595	5,172	5,708
Copper	344	658	2,531	3,528
Lead	93	167	585	918
Nickel	38	13	205	82
Precious metals (except gold)	163	276	752	1,742
Tin	486	832	3,762	6,339
Zinc	812	803	4,912	4,303
Alloys, n.o.p.	68	149	517	1,092
Clocks and watches	64	80	504	562
Electrical apparatus	405	613	3,240	4,309
Radio and wireless apparatus	3,443	4,044	27,063	26,128
Gas apparatus	1,226	1,864	10,443	7,144
Printing materials	33	28	235	250
Non-ferrous metals, other	87	99	665	957
	1,113	1,102	13,089	6,931
NON-METALLIC MINERALS AND PRODUCTS..				
Asbestos	26,872	28,044	145,201	165,367
Clay and products	177	181	1,314	1,114
Coal and products	1,378	1,529	8,020	10,207
Coal	11,665	10,820	60,991	63,990
Coke	10,359	9,795	54,031	56,980
Glass and glassware	1,235	926	6,301	6,333
Graphite	1,190	1,861	9,549	12,028
Mica and products	42	77	281	344
	10	16	133	149

Canadian Imports by Commodities—*Concluded*

Articles Imported	Month of July		Seven Months ended July	
	1945	1946 Thousands of Dollars	1945 Dollars	1946
NON-METALLIC MINERALS, ETC.—<i>Con.</i>				
Petroleum products	10,140	10,697	52,219	60,707
Stone and products	1,184	1,413	5,766	7,253
Non-metallic minerals, other	1,085	1,450	6,928	9,575
CHEMICALS AND ALLIED PRODUCTS.....				
Acids	6,929	7,652	46,367	54,454
Alcohols, industrial	400	294	2,000	1,923
Cellulose products	10	280	166	529
Drugs and medicines	432	599	3,140	3,887
Dyeing and tanning materials	749	869	5,605	5,906
Explosives	652	792	4,638	5,462
Fertilizers	61	90	518	528
Paints and varnishes	404	252	1,859	2,574
Perfumery, cosmetics, toilet preparat's.	801	700	5,129	5,893
Soap	45	58	243	343
Inorganic chemicals, n.o.p.	17	28	97	493
Potash and compounds	860	976	5,988	7,103
Soda and compounds	49	45	466	347
Chemical products, other	348	379	2,113	2,842
MISCELLANEOUS COMMODITIES				
Amusement and sporting goods, n.o.p. .	18,425	18,905	139,700	118,490
Brushes	292	505	1,619	3,319
Containers, n.o.p.	62	49	228	357
Household, personal equipment, n.o.p...	114	171	832	1,150
Refrigerators and parts	546	1,487	4,314	9,578
Mineral and aerated waters	28	427	150	2,553
Musical instruments	1	3	3	10
Scientific and educational equipment .	89	259	482	1,331
Ships and vessels	736	1,177	5,379	7,523
Vehicles, except iron	715	52	1,941	430
Aircraft (excluding engines)	1,525	774	13,046	6,010
Paintings and other works of art.....	1,465	642	12,783	5,396
Miscellaneous commodities, other	88	99	554	1,122
War materials (Order-in-Council)...	14,259	14,330	111,301	87,660
	6,651	175	72,844	2,754
TOTAL IMPORTS	\$ 138,681	\$ 161,615	\$ 937,876	\$1,041,490

Postal Information

Fort William-Duluth Air Service Changed

Frequency of the air mail service between Fort William and Duluth, which was recently inaugurated, has been changed from daily including Sunday to daily except Sunday.

Air Mail Service To Germany Resumed

Air mail service to Germany has been resumed for unregistered letters weighing up to one ounce and for non-illustrated postcards relating to personal and domestic matters only. The air mail rate will be 30 cents per half ounce.

Dutiable Articles May Be Posted To Eire

Dutiable articles may now be sent to Ireland (Eire) in letters and letter packets bearing green customs label No. 185, and prepaid at letter post rates. Samples of goods having saleable value are, however, not admitted, with the exceptions shown on page 121 of the *Canada Official Postal Guide*.

Mail Service To French Indo-China

The mail service to French Indo-China has been extended to include all classes of business correspondence. This was previously restricted to that for ascertaining facts and exchanging information.

Belgium Facilitates Foreign Trade by Lifting Controls

Nearly three-quarters of items on tariff schedule may be imported and one-third exported without special licence—Banks assist in preparation of brief declaration forms.

By B. A. Macdonald, Commercial Secretary, Canadian Embassy

Brussels, August 24, 1946.—Measures have been introduced by the Belgian Government to facilitate commercial transactions with foreign countries. Nearly three-quarters of all items in the Belgian tariff classification may now be imported, and approximately one-third of these may be exported without special licence. An importer or exporter, who is properly registered with the Institut Belgo-Luxembourgeois de Change (the foreign exchange control authority), may fill out one of several prescribed declaration forms at an authorized bank. These forms vary in accordance with the foreign exchange transaction involved.

The information required is brief, and includes: nature of merchandise, weight or quantity, country of origin, total price in Belgian francs, price per unit in Belgian francs, the tariff number pertaining to the goods, and the terms of payment.

Once the bank has countersigned the declaration form, it serves to clear the merchandise through the customs. In the case of an importer, it also enables the bank to effect for him payment to his foreign supplier.

Two lists of the items concerned have been published to date, the first several weeks ago and the second yesterday. It is understood that additional products will be placed on the free list from time to time. (Interested firms or individuals may secure additional information pertaining to their particular products by application to the European Section, Foreign Trade Service, Department of Trade and Commerce, Ottawa).

The lists are valid "until further notice", indicating that the competent authorities may make any product subject once more to import or export licence should the national interest require such action or should the new procedure be abused. Penalties are provided for any abuse by individuals or firms, and it is known that a careful watch is being maintained to prevent evasion of the exchange control regulations.

The fact that a certain product does not appear on the lists does not necessarily imply that it cannot be imported or exported. Belgian importers or exporters may still make application for an import or export licence in respect to such items. Certain imported products remain under licence in order that the government may exercise control over their distribution. Various basic foodstuffs, such as wheat, oils and fats, are still reserved for purchase by the government.

These measures are equally applicable to the Duchy of Luxembourg.

Egypt Orders Textiles From Italy

Large orders for textiles have been placed by Egyptian importers in Italy, and heavy arrivals of cotton piece-goods are expected within the next few months, according to the July issue of Barclays Bank Review. These should not be a burden on the market, as domestic production is still unable to cope with consumption. There was a better demand from up-country merchants, and prices showed a tendency to rise.

German Scientific and Technical Information Made Available

Reports on industry and developments in the Reich obtainable on loan from the National Research Council—Teams of specialists, including Canadians, toured Germany after conclusion of hostilities.

Canadian, British and American teams of specialists have toured Germany since the conclusion of hostilities in an effort to uncover scientific and technical information formerly withheld from other countries. These groups of investigators have visited Germany under the auspices of the Combined Intelligence Objectives Subcommittee (CIOS), the British Intelligence Objectives Subcommittee (BIOS), and the Field Information Agency, Technical (FIAT).

Copies of their reports on German technical developments and controlled industry may be secured on loan from the Liaison Office, National Research Council, Ottawa. The "targets", or subjects under investigation, are so numerous that it would not be practicable to list them in a single issue of the *Commercial Intelligence Journal*. However, as a service to readers who may be interested in obtaining reports that might possibly furnish them with information concerning their own activities, a limited number will be listed each week. The first list appears in this issue.

In order to facilitate the location and provision of these reports, reference numbers should be quoted when application is submitted to the National Research Council for any particular report or document. In view of the limited number of copies available, it has been requested that these should be read and returned to the National Research Council with a minimum of delay. It will be noted that the reports are classified, though this does not necessarily indicate there are no others on the subjects noted. Additional reports are being prepared, and will be listed from time to time as they become available.

Kindly mention the *Commercial Intelligence Journal* in submitting applications for reports, in order that it may be determined whether this service is of material value to readers.

RADAR—	Title	Reference Number
	Radar and controlled missiles	I-1
	Etablissements Ora-Grandin, Paris, Metox, Rue Pelleport, Paris, M. Chauchat, Rue Reamur, Paris	I-2
	German research and development in the radio field, Lyons area.....	XI-7
	Report on radar and communications targets in Belgium Eindhoven and Aachen	XI-10
	Electronic technical intelligence targets investigated	XI-15
	German sonne navigational air radio station	XII-8
	Radar and electronics targets in Cologne and vicinity	XVIII-3
	Radio and radar activities at Kothen airfield interrogation of Baron Peter Von Schacky	XXIV-15
	Valve (radio tube) Laboratories, Clausthal-Zellerfeld	XXIV-24
	Electronic valve (tube) factories, Helmbrechts and Minden	XXIV-26
	C. Lorenz A.G., Berlin	XXV-12
	Messrs. Steeg and Reuter Bad Homburg. (Manufacture of piezo electric crystals)	XXV-13
	German development of homing devices	XXVI-57
	Suddeutsche Apparate-Fabrik. (Manufactures selenium rectifiers)....	XXVII-45
	Radio sonde transmitters, Würt Radio G.M.B.H. Stuttgart and Neuhausen	XXVIII-20

	Title	Reference Number
SIGNAL COMMUNICATIONS—		
	Signal Communication targets in Brussels	II-7
	Signal Communications in France	V-1
	Messrs. Steeg and Reuter Bad Homburg. (Manufacture of piezo electric crystals)	XXV-13
	Siemens Halske, Asche. (Telephone and carrier telephone equipment)	XXVII-98
	Radar and electronics targets in Cologne and vicinity	XVIII-3
	Report on radar and communications targets in Belgium Eindhoven and Aachen	XI-10
PHYSICAL AND OPTICAL INSTRUMENTS AND DEVICES—		
	Physical and optical instruments and devices	II-2
	Physical and optical instrument targets. Paris Area	IV-3
	Visit to Eindhoven, Holland. (X-ray Labs., radiological apparatus, welding electrodes and launching of V2 projectiles).....	X-13
	Television in France	XI-1
	The German Seehund apparatus infra-red viewing equipment. (Infra-red mining equipment)	XI-8
	Investigation of Phillips, Eindhoven, with reference to electronic test instruments, and spark and flash discharge photographic equipment	XII-22
	Photographic lenses and optical instruments	XIII-5
	Gevaert photographic material manufactures—Antwerp	XVII-10
	Radar and electronics targets in Cologne and vicinity	XVIII-3
	Investigation of the German X-ray and electromedical industry.....	XXIII-22
	German infra-red driving and fire control equipment at Fallingbistel, Germany	XXIV-7
	An investigation into the land and air service fire control instruments designed and made by Carl Zeiss, Jena. And also into the production of optical glass by Schott and Genossen and its working into lenses and graduated scales by Zeiss and others.....	XXV-8
	Messrs. Steeg and Reuter Bad Homburg. (Manufacture of piezo electric crystals)	XXV-13
	Focke-Wulf—Photo Reproduction Department (P. Wittwer, director) Bad Eilsen	XXVI-7
	Voigtlander und Sohn A.G. Braunschweig-Gliesmarode. (Physical and optical instruments)	XXVI-26
	Stereophon sound recording system developed by Dr. Carlheinz Becker	XXVI-46
	The status of synthetic training in Germany	XXVI-58
	Investigation of film production and methods at the Agfa Film Fabrik Plant, Wolfen, Germany	XXVI-61
	Optical grinding and centring equipment used by Carl Zeiss, Jena....	XXVII-23
VEHICLES—		
	Vehicle targets in France and Belgium visited September-November, 1944	II-13
	Vehicle developments in Holland, France and Belgium	IX-11
	Visit to four mechanical plants in and near Belfort, France; Alsthom, Peugeot, Marti and Japy	XII-13
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	Friedrich-Alfred-Hutte at Rheinhausen, Germany. (Production of iron and steel)	XXIV-10
	I.G. Farbenindustrie-Oppau Works Ludwigshafen. (Carbonyl iron powder and nickel)	XXIV-12

Title	Reference Number
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Gebrüder Bohler A.G. at Buderich, Germany. (Located 4 miles N/W of Dusseldorf on the N/W bank of Rhine). (Visit to Steel Plant, Hard Carbide Development—described)	XXV-14
The Electrochemical Industry in the Burghausen Area, Germany.....	XXV-17
Deutsche Edelstahlwerke-Krefeld, Germany. (Inspection of research laboratory for testing powder metallurgy)	XXV-38
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Large Bauxite Deposits Basis of Aluminum Industry in India

Production commenced in 1943 in Travancore State—Industry contributed materially to war effort—Technicians training in Canada to take place in plants in India.

Canberra, Australia, August 30, 1946.—The following information concerning the aluminum industry in India was provided by the High Commissioner for India in Australia. India now ranks among the world producers of aluminum. A war-born industry, aluminum was first produced in the country in 1943 at Alupuram, in Travancore State. Previously, Indian manufacturers depended entirely on imported aluminum for making household utensils. Spectacular developments have taken place during the past three years, progress having been made in both the manufacture and utilization of this metal.

Large-scale deposits of workable bauxite exist in the country. More important deposits are located in the Central Provinces, Bombay Presidency, Bihar and the States of Kolhapur and Kashmir.

The Indian aluminum industry made a substantial contribution to the war effort. From 1943 onwards, the whole of India's requirements of aluminum were supplied by the Travancore factory. This plant and the rolling mills at Calcutta produced sheet and components for the manufacture of aircraft parts, radio and field equipment, range finders, binoculars and field hospital equipment. During the last two years of the war, many thousand long-range fuel tanks were manufactured for use in fighter aircraft in the Burma campaign from aluminum produced in these two factories.

The factory at Travancore is shortly expected to produce five thousand tons of aluminum per annum. The construction of a factory in Bihar is nearing completion, and will have an ultimate capacity of 40,000 tons per annum. Another factory has started operations in Bengal and is at present producing 1,000 tons of aluminum yearly. Other postwar developments include the manufacture of aluminum paint and foil. A number of Indian technicians are now in training in Canada to take their place in the industry.

(Ed.—As indicated in the *Commercial Intelligence Journal* on September 7, the Indian Aluminum Company, an associate of the Aluminum Company of Canada, is expected to control a substantial part of India's trade in aluminum metal and manufactures.)

Revised Regulations Prepared By Export Permit Branch

Controls on external trade have been progressively removed—New list of regulations designed to provide clearer understanding of current requirements.

Controls on external trade have been progressively removed since the conclusion of hostilities, as indicated in the new "Export Permit Regulations, 1946," which will soon be available for distribution by the Export Permit Branch of the Department of Trade and Commerce.

The new publication, which supersedes "Eighth Revision of the Regulations", published in April, 1945, contains amendments involving changes in procedure for import licences, shipments to specified areas, subsidy refund and Imperial Export Licence requirements. The following are among the more important provisions:

Import Licences Required

Imports of certain commodities to specified destinations are subject to Import Licences, Certificates of Essentiality or Certificates of Necessity issued by the country of import. Shippers are advised to familiarize themselves with these requirements before submitting applications for export permits. In the event that an export permit is granted, the Export Permit Branch cannot accept responsibility for any adverse circumstances which may result from failure, on the part of the importer, to have the requisite Import Licence.

Export permit applications for shipment of the following commodities to Newfoundland should be accompanied by a certification of essentiality: Foodstuffs and animal and poultry feeds, linseed oil, and soap.

Export permit applications for shipment of the following commodities to the British West Indies, British Honduras or British Guiana should be accompanied by Import Licences or Certificates of Necessity: Foodstuffs, linseed oil and soap.

Export permit applications covering shipments to St. Pierre-Miquelon should be accompanied by Import Licences.

Export permit applications covering shipment to the Netherlands West Indies or to Dutch Guiana should be accompanied by import licences. Should the exporter not be in possession of an import licence, he is advised to communicate with the Netherlands Purchasing Commission, 41 East 42nd Street, New York, N.Y., U.S.A., before making an application for a permit to export.

Exemptions Made For Specified Areas

Commodities, other than those enumerated in the schedule attached to the regulations, may be exported to any of the following areas without the requirement of an export permit:

Any part of the British Empire and its protectorates.

Any destination within the Western Hemisphere, and possessions of the United States.

Belgium, France, the Netherlands, and their colonies and protectorates.

Albania, Czechoslovakia, Denmark, Finland, Greece, Greenland, Iceland, Italy and former Italian possessions, Luxembourg, Norway, Poland, Portugal and its possessions, Sweden, Switzerland, Turkey, Union of

Socialist Soviet Republics, Vatican City and Yugoslavia, Egypt, Ethiopia, Liberia, Afghanistan, China, Iran, Iraq, Lebanon, Philippine Islands, Saudi Arabia, Siam, Syria and Yemen.

No person shall export any goods to any destination, other than to those areas specified in the foregoing paragraph, without first having obtained an export permit issued by the Minister of Trade and Commerce.

Data On Iron and Steel Required

Exporters submitting applications for export permits covering commodities containing iron or steel should indicate on the application form the history of the trade, state clearly the end use of the commodity in the importing country; for example, the maintenance and repair of Canadian equipment; indicate the net weight of the iron or steel involved; specify the origin of the iron or steel.

Exporters are advised not to put into production for export any commodities involving the use of iron or steel in any form until an export permit has been obtained.

Partial Shipments To Be Noted

When it is proposed to export the goods covered by any one application in a series of shipments spread over the life of the permit, the exporter should state this intention in his application and give the name and address of his nearest customs office. On making his first shipment, the exporter should then present to this customs office the original copy of the export permit, together with the relevant export entry form, upon which the Collector of Customs will endorse the export permit number and indicate the expiry date of the export permit. The Collector of Customs at the clearance port will retain the export permit, but return the export entry form (duly stamped and bearing the expiry date of the export permit). This must then accompany the shipment to the port of exit, where the Collector of Customs at the point will permit export. Subsequent partial shipments under the permit should be covered in a similar manner.

For shipment out of United States ports, the same procedure should be followed, with the additional requirement that an abstract from the original permit must be made on a "goldenrod" copy of the application form and attached to the export entry form, both of which will be certified by the Collector of Customs, attached to the waybill, and accompany the shipment to the United States port of lading.

Subsidy Payments To Be Refunded

Inasmuch as part of the cost price on certain commodities is defrayed by the Government, either directly or indirectly by means of a subsidy payment, this sum must be refunded before a permit will be granted to export such subsidized goods. Cheques covering refunds should accompany applications for export permits and should be made payable as follows:

Subsidy refund for Butter, Cheese, Milk—To Receiver General of Canada, account Agricultural Foods Board.

Other commodities involving subsidy refund—To Commodity Prices Stabilization Corporation Limited.

Grains and grain products involving equalization fee—To the Canadian Wheat Board.

Benefit repayment for Linseed Oil—To the Canadian Wheat Board.

Exporters who desire to defer the repayment of subsidy until time of shipment should so indicate on their export permit applications. In the event that an application is approved, the Export Permit Branch will

issue a case letter to that effect, and will grant export permits thereunder upon receipt of the requisite subsidy refund payment to cover the goods, or portions thereof, which it is desired to ship.

In the case of cotton goods, exporters claiming exemption from subsidy repayment must forward, with the export permit application, the form prescribed by the Commodity Prices Stabilization Corporation, certifying that the cotton content of such goods has not been subsidized. Copies of this form may be obtained from the Export Permit Branch.

Exporters should bear in mind that no exemption from subsidy refund payment is provided in respect of woollen or synthetic textile goods.

Imperial Export Licence Requirements

Imperial export licence numbers are required for shipments of certain food commodities to the following countries: Portugal (including Atlantic Islands and possessions), Spain (including Spanish Morocco and Canary Islands), Sweden and Switzerland.

In the case of Portugal, Spain and Sweden, the Export Permit Branch obtains these Imperial Export Licences from London by cable, on receipt of the usual application for a Canadian export permit. In the case of Switzerland, when necessary, the Canadian exporter is advised by the Export Permit Branch, upon receipt of an export permit application, to obtain the clearance certificate number from the Swiss Consul-General in Montreal, and a permit will be issued upon receipt of such certificate number.

The new revision becomes necessary because of the numerous amendments to the previous list of regulations and the removal from export control of a considerable number of commodities during the past year. Most of the changes are due to the deletion of obsolete paragraphs and to the re-wording and re-arrangement of clauses, designed to ensure a clearer understanding of current export requirements. A new feature of the latest publication is an introductory section listing the authority and regulations under which the branch functions, as distinct from the rules and information for the general guidance of those desiring to make application for export permits.

Cotton Sales in Egypt Higher

July has been a month of intense activity in Egypt, according to Barclays Bank Review, increased values for cotton having had little effect on the volume of daily sales. A total of 94,500 bales of cotton have changed hands during the period under review, compared with 41,700 bales in June. This comprised 70,500 bales of Ashmouni and Zagora (short staple), 17,500 bales of Karnak (long staple), and 6,500 bales of various grades. Included in the above figures are 7,056 bales of old crop Ashmouni and 17,905 bales of old crop Zagora, offered at auction by the government, which were readily absorbed at top prices. Some shippers had made sales for shipment abroad without having the necessary cotton in hand. An unexpected rise in prices in the United States, which was followed in Egypt, caused a rush to obtain the cotton to fulfil these engagements. This, coupled with a shortage of short-stapled cotton, caused a sharp rise in values towards the middle of July, and created a more active demand than had been seen for several years.

Shipments of importance were made during July to England, Italy, France, India and Spain, and further business has been booked for Sweden, Belgium, India and Italy. This has been booked on a rapidly rising market, and if any stabilization of prices takes place it is expected that interest from abroad would increase.

Basis Exists for Establishment Of New Industries in Algeria

Technical education of natives, development of power resources and consolidation of strategic "crossroads" position in Mediterranean under consideration—Lumber required for wine casks, pitprops, poles, sleepers and housing—Explosives imported for highway and railway construction.

By J. P. Manion, Canadian Trade Commissioner

(Ed.—This is one in a series of articles prepared for the *Commercial Intelligence Journal* on economic conditions in Algeria, Morocco and Tunisia, following a recent survey of North Africa made by the author.)

Industry in Algeria has failed to develop with any rapidity, even in this industrial age, as her resources of fuel and hydropower, raw materials and labour, have not been utilized to the fullest extent possible. However, consideration is now being given to the rectification of existing conditions by the education of natives in technical skills, accentuated development of waterpower and thermal power resources, and the consolidation of Algeria's strategic "crossroads" position in the Mediterranean. The establishment of several new industries is possible, if such projects can be implemented.

Midway between India, Egypt and the United States, Algeria is in a position to create a cotton textile industry to furnish requirements of the native population. Oil refining, with petroleum obtained from the Middle East, also appears feasible. Paper production, with local supplies of alfa as a base, should be possible, and an extension of the leather trade is warranted. It would appear, also, that much could be done in processing agricultural products through the establishment of freezing and cold-storage plants, the extension of the canning industry, erection of sugar refineries and the creation of secondary industries based on local resources.

Flour-milling Is Leading Industry

Flour-milling is presently the most important industry in Algeria, employing some 3,600 workers. There are 150 flour mills of commercial importance in the country, but only seven of these (four in Algiers) can supply more than local requirements. Capacity is sufficient to permit of some being exported, and in 1938 a total of 28,251 tons of flour went to France, in addition to 45,965 tons of bran. There are also a number of alimentary paste plants, producing pastes, semolinas and groats, of which 69,014 tons went to France in 1938.

Brewing, Fishing and Tobacco Industries

The brewing industry, although badly shaken by the war and by the recent drought, which prohibited the use of home-grown barley, is normally of some importance, as is the distilling of wine. The latter has become still more important in recent years, because of the inability of Algeria to export her wines to France, forcing her to convert large amounts into industrial alcohol. In 1941, some 14½ million gallons of alcohol were produced; a still larger amount will probably have to be produced during 1946.

Closely associated with prospective canning, preserving and cold-storage developments, is fishing, which appears to have made slow progress, since only 18,000 tons of fish were landed in 1936. Of this, only small quantities were canned, dried or salted. There are good prospects for the expansion of tuna fishing, sardine canning and the bottling of anchovies.

The tobacco industry is fairly well established. In normal times it meets local demand, and in 1938 exported a total of 3,028 tons of cigarettes and 100 tons of cigars. Most of these exports went to French Indo-China.

Lumber for Casks and Pitprops Needed

The manufacture of casks and barrels is an important industry in a country which produces as much wine as does Algeria. At present, however, the imported lumber from which such products are made is unavailable, and Algeria will have to look to foreign countries for its urgent requirements.

Algeria is not a producer of lumber, the only types of marketable species being the Aleppo and Maritime pines, cedar, eucalyptus, thuya, and three types of small oak trees, including the cork-oak, which are unsuitable for the production of lumber. The wood produced is mostly used for making charcoal, railway sleepers, some types of pitprops, box shooks and for fuel. Total production in 1938 was 42,000 tons, which did not begin to meet the requirements of the country. The demand in 1946 from foreign sources for pitprops is estimated at 2,000 tons, most of which will have to come from Portugal, unless Canada and other countries have additional supplies available for export. Poles, sleepers and lumber for construction purposes will also be required in considerable quantities during the coming years.

Chemicals Are Produced

There is a small chemical and fertilizer industry in Algeria. The largest firm in the field, the Sapce (Société Algérienne de Produits Chimiques et d'Engrais) has three plants, producing mainly sulphuric acid, superphosphates, copper and iron sulphates, carbon disulphide and oxygen, as well as various secondary types of fertilizers. Capacity for the production of sulphuric acid is about 100,000 tons per annum, but far less than this amount has been produced.

The construction and engineering industries have necessarily expanded during the war, since the policy of all the military forces was to get as much workshop repair done under contract by civilians as was feasible. There is one large railway repair shop, which also repairs agricultural machinery, and several subsidiary railway shops. Ship repair yards are established in Oran and Algiers, and there are large construction companies interested in the building of dams, roads, electric-power plants, etc. Most of these, however, are subsidiaries of French or Belgian concerns with world-wide reputations.

Explosives Mostly Imported

On account of mining activity and the mountainous nature of the country, which requires large amounts of explosives for the construction of roads, railways and dams, there is a small explosives industry in Algeria. This produces practically all domestic requirements of cheddite, ammonium nitrate and the nitro-glycerine base explosives except blasting gelatin, dynamite, gelignite, etc., which are imported. Most safety fuses, detonating fuses, and ordinary and electric detonators also have to be imported.



Algiers, a modern city of over 500,000 inhabitants, of which the majority are natives. It rises steeply to a height of 600 feet, and extends for over five miles along the waterfront.

Since local producers might welcome offers that would permit them to complete their line of explosives, their names are given here: Société Générale d'Explosifs, Bellefontaine, near Algiers; and Société Algérienne d'Explosifs, Lavarande, near Affrevill.

Small amounts of boots and shoes and matches are made in the country and, in addition, the native craftsmen produce a wide variety of poor-quality leather goods, copperware, woven goods and basketware.

Electricity Produced In Thermal Plants

Generation of electricity in 1936 amounted to 202 million kwh., of which more than three-quarters was produced in thermal plants. Installed capacity at that time was about 300,000 kw., the principal producers being the following:

Thermal—	Kilowatts
Algiers (Agha plant)	19,200
Algiers (Hamma plant)	66,600
Algiers (Hussein Dey)	17,600
Bône	34,000
Oran	17,200
Oran (Mers el Kebir)	24,200
Hydro-electric—	
Illiten	10,700

The above-listed plants accounted for almost exactly two-thirds of total production in the country. There are 24 smaller plants, but their individual capacities are small. Several plans are under way to increase hydro-power resources, and also a project to step up the production of the Bône plant, which in many ways is the most important in the country, since it supplies electricity not only to the principal iron ore and phosphate mines, but to the railway, bringing these products down to the port. This plant has been seriously affected by continuous use and the lack of repair since Allied landings were made in 1942. Some fear is expressed as to its ability to continue functioning until new machinery, already on order in Switzerland, is delivered.

There are three main exploiting companies in the country: Lébon et Cie, which owns the Hamma plant in Algiers and the Oran station, and is prepared to submit specifications for new equipment to Canadian producers; Société Algérienne d'Eclairage et de Force, which owns the two remaining stations in Algiers and the Mers et Kebir station in Oran; Cie du Bourbonnais, which owns the Bône plant.

It would be in the interest of Canadian firms producing thermal or hydro-electric equipment to communicate with the above firms with respect to new projects and the replacement of old equipment. The hope is expressed in Algeria that, as a result of the projects already under way, production will rise to 400 million kwh. within the near future.

Railways and Roads Adequate

Algeria is well provided with roads and railways, despite the difficult conditions in mountainous terrain. The roads as a rule are good. They have a stronger base but are not as well surfaced as American roads. They are well planned, with grades rarely exceeding 7 per cent, even in the most difficult mountain country. Some of the mountain passes are over 7,000 feet high, rendering the roads impassable on some occasions during the winter, due to snow and ice.

Operation of the railways presents the same difficulties as road transport and, although the grades are not excessive, the radii of the curves in some mountain areas necessitate the use of Garratt articulated locomotives.

Market for Machinery and Tools Provided by the Netherlands

By J. A. Langley, Commercial Counsellor, Canadian Embassy

(One metric ton equals 2,205 pounds. Prior to May, 1940, one guilder or florin equalled approximately \$0.67. The present rate of exchange is about \$0.38.)

The Hague, September 5, 1946.—It cannot be said that, before the war, there was an exceptional demand in the Netherlands for machinery and tools. Requirements were substantial, however, and only a small proportion could be taken care of by domestic manufacturers. They were principally engaged in the production of machinery and tools of special dimensions to meet requirements of the users. Apart from supplying domestic industries with this specialized machinery, small exports were made, amounting in 1939 to 262 metric tons, valued at Fl.279,978, of which 137 metric tons, valued at Fl.100,969, went to the Netherlands East Indies and 39 metric tons, with a value of Fl.42,138, to Belgium.

Statistics covering prewar imports do not differentiate between wood and metal-working machinery, while tools of various kinds and machine tools are grouped under one heading, viz. "Tools, n.o.p., except agricultural and garden tools". In 1939, the last year for which complete details are available, the imports of tools totalled 3,809 metric tons in weight and were valued at Fl.3,781,984.

Germany Formerly Filled Demands

Previous to the war, a substantial part of the Netherlands' machinery and machine tool requirements was filled by Germany in exchange for agricultural products. With the decentralization of industry in Germany, which will result in that country becoming more agricultural, it will not

be necessary for Germany to buy the same amount of agricultural products from the Netherlands as in the past. This, with the lack of manufacturing facilities in Germany, will force the Netherlands to secure other sources of supply for at least their immediate machinery and machine tool requirements. Of the total tool imports in 1939, Germany supplied 2,594 metric tons, of a value of Fl.2,274,885. Fairly substantial shipments were also made by the United States, amounting to 317 metric tons, valued at Fl.519,816; Great Britain, 324 metric tons valued at Fl.338,694; Belgium, 236 metric tons valued at Fl.167,917; Sweden, 95 metric tons valued at Fl.249,334, and by Switzerland, 19 metric tons valued at Fl.41,631.

Equipment Urgently Required

The equipment most urgently required consists of wood and metal-working machinery in general and lathes in particular, drilling machines, automatic electric and oxy-acetylene welding equipment and specialized machinery, such as equipment for bakeries, laundries, for the manufacture of plastics, buttons and wrapping machines. Shipbuilding yards, engineering works, railroads, coal mines and other industrial enterprises throughout the Netherlands are being restored, and there should prove a potential outlet for all types of machinery and tools.

No import duties are being imposed at the present time as all imports are being made through official channels.

Production Halted During War

During the war it was not possible for local manufacturers to produce machinery or tools to any extent owing to the lack of raw materials and the expropriation of plants by German invaders. In addition, available stocks of machinery were seized by the Germans and shipped out of the country. The result is that the existing demands for all types of wood and metal-working machinery would take many months to fulfil even under normal circumstances. World shortages are seriously affecting deliveries from almost all sources of supply, and in some cases the quality is not up to prewar standard. Local importers state that deliveries from Sweden vary from 8 to 18 months, depending on the type of machinery, while United Kingdom, Belgian and United States manufacturers require anywhere from six to eight months. Swiss producers are in a somewhat better position, but business is difficult due to the shortage of Swiss francs.

A considerable quantity of reconditioned wartime machinery is being offered to this market, but the inevitable rise in wages is compelling manufacturers to look for later models than those used during the war, in order to counteract the more costly manpower position.

While details of the types and the value of machinery and machine tools imported since the liberation of the Netherlands are not available from the import statistics, the following figures will give an over-all picture of the quantities brought in and the source of supply.

Country of Origin:	Tools	
	August- December 1945	January- March 1946
	Metric Tons	Metric Tons
Belgium and Luxembourg	175	254
Great Britain	479	675
Sweden	213	39
United States	28	70
Switzerland	2	2

Metal-Working Machinery and Parts

Country of Origin:	August- December 1945	January- March 1946
	Metric Tons	Metric Tons
Belgium and Luxembourg	120	148
Great Britain	187	135
Sweden	11	42
United States	15	168
France	1	1
Switzerland	106	76
Denmark	1	1
Czechoslovakia .....	....	4

Wood-Working Machinery and Parts

Country of Origin:	August- December 1945	January- March 1946
	Metric Tons	Metric Tons
Belgium and Luxembourg	39	12
Great Britain	10	....
Switzerland .....	....	7
Sweden	20	44
United States	5	....
France	1	....

It is difficult to give any indication of prevailing prices paid for imported machinery and tools, as these vary greatly according to the type and size of the particular machine, but prices have increased by about 50 per cent over those prevailing in 1940. In addition, the trade mark of the manufacturer and the speed of delivery have some bearing on what the importer is prepared to pay. At present there is a very large demand for lathes from 30" to 60" centres, equipped with electric motors of two to three h.p., together with the necessary accessories and auxiliary tools, the prices of which vary between Fl.7,000 and Fl.13,000 (approximately \$2,650 to \$4,924), f.o.b. seaboard.

Names of Canadian Firms Supplied

Prospective Netherlands' purchasers have been supplied with the names and addresses of Canadian machinery manufacturers, and negotiations are being conducted. So far, it has not been possible to transact business, owing to shortage of machinery for immediate export, price and other considerations. However, if Canadian manufacturers of machinery and tools will submit full details of their products to this office, together with catalogues and an indication of the time required for delivery, such data will be placed before interested Netherlands' importers.

In conclusion, it might be mentioned that the Netherlands have an industrialization scheme under consideration, whereby it is anticipated that the inability of Germany to continue her prewar position in world markets for industrial requirements will provide the Netherlands with an opportunity of producing some manufactured items formerly obtained from Germany, not only to meet a large proportion of the domestic demands for industrial equipment, but to enable this country to capture a share of the markets formerly supplied from Germany. The Netherlands is now busily engaged in the restoration of her prewar industrial plants and in the establishment of new factories. The picture is one of progress, which is bound to become much more pronounced should Holland be able to secure the help of foreign technicians and a supply of machinery from abroad to carry out her plans.

Production of Sisal In Tanganyika

Production of sisal in Tanganyika during the first five months of this year totals 51,003 tons, as compared with 52,190 tons in the corresponding period last year.—Barclays Bank Review.

Brazil Occupies One-Half Area Of South American Continent

Postwar Trade Review reveals geographical and physical features that provide for wide diversification in agricultural and industrial production—Population is 45,300,000 and Portuguese principal language, though English widely used in commerce.

By Maurice Bélanger, Commercial Secretary, Canadian Embassy

(Ed.—This is the first in a series of articles prepared for the *Commercial Intelligence Journal* on the United States of Brazil. The principal activities of this vast country will be discussed in an effort to present Canadians with a clearer conception of the nation with which close commercial relations have been established.)

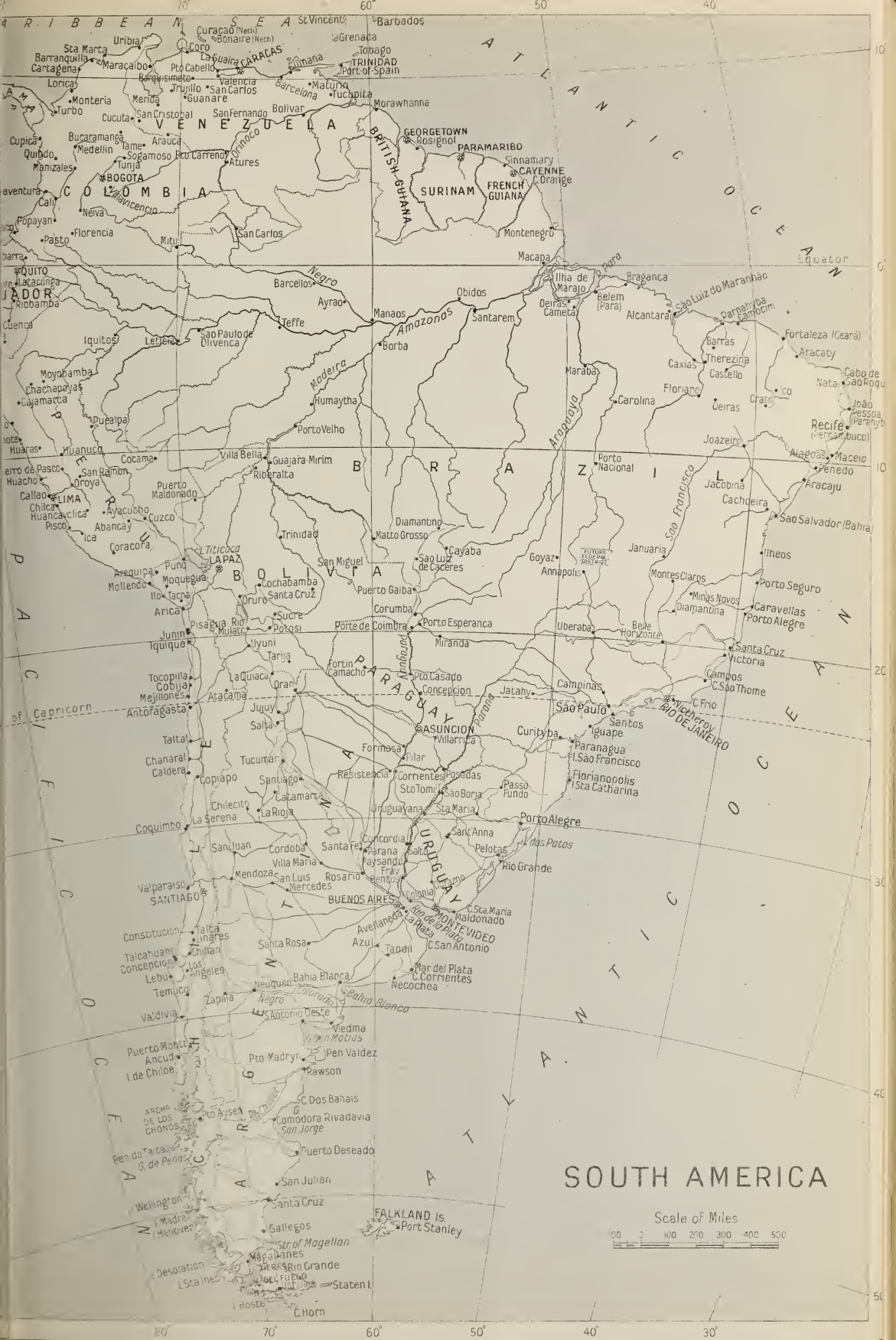
Rio de Janeiro—Brazil is roughly the same size as the United States of America. It occupies almost one-half the South American continent, and has a coastline of 4,600 miles along the Atlantic. The land frontiers of Brazil measure 10,360 miles, and border at one point or another on every country in South America, with the exception of Chile and Ecuador. The extreme northern point of Brazil is 5 degrees 17 minutes north of the Equator and the most southern is 33 degrees 45 minutes south of the Equator. It will be seen, therefore, that the greater part of the country is located between the Equator and the Tropic of Capricorn, though a sizeable portion extends into more temperate latitudes.

In spite of its geographical situation, Brazil has a climate that does not constitute an unsurmountable handicap to further progress or to improved living standards. Even in the warmer months of the year, the hours of intense heat are not too long and the nights usually offer slightly lower temperatures. The average daytime temperature in Rio de Janeiro is 78 degrees Fahrenheit in February, the hottest month of the year, and 66 degrees in July, the coolest month. The relative humidity is high in most parts of Brazil, with the exception of the northeast.

Population About 45,300,000

The population of Brazil was only slightly over 14,000,000 in 1890 and is now approximately 45,300,000. This increase of 200 per cent in a little over fifty years compares very favourably with the average increase of about 125 per cent for the whole of the Western Hemisphere. In 1890, Brazil accounted for only 11.6 per cent of the total population of the Americas, a figure that rose to over 15 per cent in 1940. Only 15 per cent of the increase in population is due to immigration, the rest being the result of the high birth rate. The population density varies considerably, about one-half of the total being concentrated in the coastal states of Bahia, Cearar, Rio de Janeiro, Sao Paulo, Rio Grande do Sul and the inland state of Minas Geraes.

Portuguese were the first white settlers in Brazil, and the country was for many years under the sovereignty of the crown of Portugal. These settlers brought with them many African slaves, who were not freed until the late 1880's. Through the years there has been considerable intermarriage, as well as a great variety of immigration, so that Brazil presents to-day a kaleidoscope of racial types. There is a strong feeling of equality



SOUTH AMERICA

Scale of Miles

0 100 200 300 400 500

under the law and a highly developed sense of nationality. Recent immigrants, for the most part, have settled in the more southern states of Sao Paulo, Minas Geraes, Parana, Santa Catarina and Rio Grande do Sul, where the climate is not so tropical, whereas the greater concentration of Negro blood is in the State of Rio de Janeiro and the more northern states.

Portuguese Is Official Language

The language of Brazil is Portuguese, and Canadian exporters should bear this in mind when preparing foreign-language catalogues, price lists and other literature for distribution in this country. Of the foreign languages, French is the most widely spoken among the upper classes, but in recent years English has become by far the most widely used foreign language in the business community. Practically all important business firms have facilities for translating Portuguese into English and vice versa. Any official declarations, applications for registration or other official acts, if made in a language other than Portuguese, must be translated in Brazil by an official translator before they can be submitted to Brazilian authorities.

The cruzeiro is the unit of currency, the abbreviation for which is Cr.\$. This is divided into one hundred centavos. The metric system is used exclusively, and one thousand five hundred cruzeiros and fifty centavos is written Cr.\$1.500,50. The value of the cruzeiro at present rates of exchange is approximately Can.\$0.05. The metric system of weights and measures is also used exclusively, but importers understand quotations, if they are clearly expressed in some other unit of weight or measurement. In quoting in tons, Canadian exporters should be careful to specify the content of the ton in pounds.

The Royal Bank of Canada maintains branches at Sao Paulo, Rio de Janeiro, Santos and Recife, while other Canadian banks have correspondents in the leading commercial centres of Brazil. The National City Bank of New York and the Bank of London & South America are among the foreign banks operating in Brazil. The First National Bank of Boston is due to open branches in Brazil within a short time.

Rio de Janeiro Principal Port

In spite of the very rapid growth of Sao Paulo in recent years, Rio de Janeiro remains the leading import centre. In 1944, 47 per cent in volume and 53 per cent in value of Brazil's total imports passed through the port of Rio. The port of Santos, serving the inland city and state of Sao Paulo, received 33 per cent in volume and 34 per cent in value of Brazil's total imports. These figures illustrate the great concentration of economic activity in these two districts. The northern State of Pernambuco, whose capital is Recife, received 6.3 per cent of the imports, and the southern State of Rio Grande do Sul, whose capital is Porto Alegre, received 4.4 per cent of the total imports. None of the other fourteen states and federal territories received through their respective seaports more than 2 per cent of the total imports in 1944.

Sao Paulo Leading Industrial Centre

The State of Sao Paulo accounts for almost 50 per cent of the total exports from Brazil in value and 39.5 per cent of the total tonnage, while the Federal District and State of Rio de Janeiro account for 20.5 per cent of the exports in value and 17 per cent in volume.

Industrially, the State of Sao Paulo is far ahead of any other in Brazil. It is favoured by a better climate, more adequate transportation, greater

hydropower facilities, better access to raw materials and more productive labour and management. The Federal District and State of Rio de Janeiro are the site of large textile mills, clothing and footwear factories, chemical and pharmaceutical plants, sugar mills and alcohol distilleries, cement factories, a large steel mill to begin production shortly and a few other industrial plants of lesser importance. The State of Rio Grande do Sul is the centre of the meat-packing industry and an important lumber industry.

Minas Geraes produces the larger share of Brazil's primary iron and steel and other minerals. It also has flourishing textile and dairy industries. Parana specializes in lumber and plywood, pulp and paper. Pernambuco and other northern states produce sugar and alcohol, vegetable oils and textiles. But the State of Sao Paulo, particularly since the beginning of the second world war, has become the largest and most diversified industrial centre in Latin America. Wartime conditions of low import volume and high prices have favoured, not only an expansion in the volume of industrial production, but also a wide diversification of production. Machinery, machine tools, electrical equipment, transportation equipment, automotive parts and accessories, tires and tubes, metering and other precision instruments, paints, varnishes, dyes and chemicals are produced on a large scale, in addition to a wide range of consumer goods. Cotton and other textiles, footwear and other wearing apparel, pharmaceutical products and rubber goods are also manufactured in substantial volume.

Rio Is Largest Urban Centre

The Federal District of Rio de Janeiro is the capital of Brazil and the largest urban centre in the country, having a population of nearly two million inhabitants. It is strategically situated around the Bay of Guanabara, which constitutes one of the world's finest and most beautiful harbours. It is a city of great contrasts in all its aspects. Its natural beauty of contour is enhanced by the contrast between its high, rugged mountains and wide, sandy beaches. There are striking contrasts also in its inhabitants, due to the intermingling of various racial origins, with a large proportion of Negroes. There are also contrasts in their standard of living, with a large proportion of the population living in conditions of poverty such as only a tropical climate will condone, side by side with a lavish display of wealth and luxury. Tall concrete structures, many of which are a tribute to the good taste, imagination and daring of Brazilian architects, and the remnants of graceful colonial architecture present a marked contrast to the mud huts and piano-box homes of Negro squatters, which hang in tiers and cluster on the steep sides of Rio's hills.

Climate of Rio Warm and Humid

The only important aspect of Rio, which offers very little change or contrast is its climate, which is warm and humid throughout the year. The average daytime temperature ranges from 78 degrees Fahrenheit, in February, the hottest month, to 66·4 degrees Fahrenheit in July, the coolest month. Relative humidity is very high at all times of the year. The climate is undoubtedly an economic handicap of some importance and is not conducive to sustained physical or mental effort. It affects the productivity of labour and management and is a factor in the slower industrial growth of Rio compared to that of Sao Paulo.

Most of the large importing and distributing organizations in Brazil have their headquarters in Rio de Janeiro. This city is also the seat of the Federal Government and all the federal departments, the Bank of Brazil,

Federal Council of Foreign Trade, national railways, Lloyd Brasileiro (government-owned merchant marine), etc., and has always been the chief commercial and financial centre. With the recent tendency toward closer government supervision of foreign trade, added to the advantage of superior port facilities and equipment, Rio de Janeiro has remained the largest import centre, in spite of the very definite tendency of industry to concentrate around Sao Paulo.

Population of Sao Paulo 1,500,000

Sao Paulo, capital of the state of the same name, has a population of nearly 1,500,000. It is located on a plateau 2,500 feet above sea-level, 300 miles southwest of Rio and fifty miles from the seaport of Santos, to which it is connected by excellent rail and highway facilities. Sao Paulo and its suburbs are the most highly industrialized urban centre in Latin America, but Sao Paulo is also the centre of a very productive agricultural region which accounts for approximately 30 per cent of total Brazilian agricultural production.

Sao Paulo is a modern and fast-growing city, quite different from Rio de Janeiro in its aspect and temperament. Its climate is much more temperate than that of Rio due to its elevation and greater distance from the Equator. It is favoured by better roads, better railway facilities and a more abundant supply of power. The plateau on which the city of Sao Paulo is built extends almost to the sea, where there is an almost vertical drop of 2,500 feet. One of the Brazilian Traction subsidiaries used this as the site of a remarkable waterpower development, with a production of 380,000 h.p.; soon to be increased to 470,000 h.p. The potential capacity is rated at one million horsepower.

Porto Alegre Cattle Raising Centre

Porto Alegre, capital of the state of Rio Grande do Sul, in the extreme south of Brazil, is a city of 280,000 population and the centre of the most important cattle raising district. Besides important meat packing plants, the largest of which are owned by important British and United States firms, the city has a good number of flourishing industries, including sawmills, lard processing plants, woollen textiles, hides and leather, foundries and cutlery.

Porto Alegre is a river port and cannot accommodate ships exceeding eight feet in draft. It is almost 1,000 miles south of Rio de Janeiro and the climate is quite different, with well-defined seasons and winter temperatures often reaching freezing point. It is growing rapidly in importance as a commercial centre, and serves a region where the standard of living and health conditions are better than in the northern states.

Salvador Centre of Cocoa Trade

Salvador, usually called Bahia, after the state of which it is the capital, has a population of nearly 350,000. It is a picturesque city, which has retained to a great extent its colonial aspect and is built on two different levels, connected by elevators. Salvador is the centre of the cocoa trade and is favoured with an excellent harbour and good dock facilities.

The main industries are textiles, tobacco, footwear and sugar. Besides cocoa, the state of Bahia produces sugar cane, tobacco, cotton and hardwood lumber on a large scale. Bahia is located on the Atlantic Coast, 730 miles north of Rio and 380 miles south of Recife. It has no railway connection with either of these cities.

Recife Commercial Centre of Northeast

Recife, capital of the state of Pernambuco, has a population of 425,000 and is the largest commercial centre of the Brazilian northeast. Sugar, cotton, alcohol and coffee are the main items of export. The city has a good harbour protected by breakwaters, with docking facilities for ships drawing up to 30 feet.

The city is built partly on an island connected to the mainland by bridges. Recife is 1,100 miles north of Rio de Janeiro and within 10 degrees of the Equator, but is relatively cool at night throughout the year.

Belo Horizonte Centre of Mineral Area

Belo Horizonte, capital of the inland state of Minas Geraes, is a modern, planned city of recent construction, with a population of 130,000. It is 2,500 feet above sea-level and is favoured by an excellent climate. It is the centre of the rich mineral region in which is produced the larger part of Brazil's iron and manganese ores, gold, diamonds and semi-precious stones. Agricultural products of the region include cotton and cattle. The only important industry is the manufacture of cotton textiles. The cutting of diamonds and semi-precious stones has developed considerably in recent years. Belo Horizonte is not an import centre. Most of its imports are channelled through Rio, to which it is connected by excellent railway and highway facilities.

Canada Occupies Sixth Position As Customer of Australia

Animal products, including wool, far in advance of other exports, followed by wheat flour, butter, wheat, rabbit skins, preserved meat in tins and sheepskins—Shipments to Canada 100 per cent higher than in 1938-39.

By B. I. Rankin, Assistant Commercial Secretary for Canada

(One £ Australian equals \$3.21 Canadian)

Sydney, August 30, 1946.—Australia's exports for the fiscal year ended last June reflect the increased productive capacity of this country, brought about in part by converted war-borne industries, as well as the national trend towards a far-reaching program of industrialization. Demands of the war and the immediate postwar period for foodstuffs and other essentials have contributed principally to the rise in export figures over those of normal trading years.

During the year under review, exports were valued at £216.3 millions, which represents an increase of nearly 40 per cent over those for the corresponding period last year, amounting to £155.3 millions. They are 54 per cent higher than exports during the 1938-39 period, which totalled £140.5 millions. Exports to Canada have increased from £1,994,000 in 1938-39 to £3,797,000 during the year under review.

Wool and Wheat Principal Exports

The twelve leading exports from Australia are wool, £63·8 millions; wheat flour, £11·3 millions; butter, £10·2 millions; wheat, £6·4 millions; rabbit skins, £6·3 millions; preserved meat in tins, £5·9 millions; sheepskins, £4·6 millions; lead, in pig and matte form, £4·2 millions; sugar, £3·2 millions; frozen beef, £3·0 millions; pulped vegetables and fruits, £2·7 millions; iron and steel, £2·7 millions.

As Australia is a member of the sterling trading bloc, it is only logical that the largest proportion of her exports should be channeled to other countries in the same area, such as New Zealand, South Africa and the United Kingdom. The United States of America purchased products valued at £35·0 millions, being next in line to Great Britain as the best customer of the Commonwealth. With the exception of the U.S.A., the expansion in Australian exports since before the war has occurred mainly within the British Commonwealth.

Exports from Australia, by Countries

	1945-46 (Millions of Pounds)	1938-39
United Kingdom	£ 77.5	£ 68.7
India	18.1	2.0
New Zealand	8.1	6.7
Ceylon	6.8	1.3
Canada	3.8	2.0
South Africa	1.8	.8
Other British countries	32.4	5.6
British Empire	£148.5	£ 87.1
United States	35.0	19.6
Other foreign countries	32.8	33.8
Total	£216.3	£140.5

Exports of animals products, other than foodstuffs, predominate among shipments made from Australia during the year under review, greasy, scoured and waste wool being the principal items in this group. Next in order comes foodstuffs of vegetable origin, with wheat flour at the top of the list. Butter heads the third group in importance, followed by preserved meat in tins, frozen beef, milk and cream, eggs, cheese, frozen pork, frozen lamb and bacon.

Exports from Australia, by Commodity Groups

	1945-46	1944-45	1938-39
	(Millions of Pounds)		
Animal products	£ 75.8	£ 56.2	£ 47.3
Foodstuffs (vegetable origin)	37.4	28.7	25.6
Foodstuffs (animal origin)	32.9	28.2	27.2
Bullion and specie	26.9	.01	19.0
Metals and machinery	14.6	11.4	10.0
Apparel and textiles	7.1	2.3	.7
Miscellaneous	5.8	14.1	1.0
Drugs, chemicals, fertilizers	3.0	1.8	.8
Oils, fats and waxes	2.4	3.4	1.7
Spirituous liquors and wines	2.0	1.8	1.2
Stones, minerals and ores	2.0	2.5	2.7
Rubber and leather	1.5	1.0	.7
Vegetable products and fibres	1.0	1.0	.3
Wood and wicker products .....	.9	.5	1.1
Tobacco and preparations .....	.74	.82	.35
Optical, surgical and scientific instruments	.64	.27	.38
Paper and stationery .....	.58	.47	.49
Earthenware, cements, china .....	.44	.32	.22
Jewellery, timepieces and fancy goods...	.24	.0009	.0002
Paints and varnishes .....	.15	.10	.18
Live animals .....	.12	.05	.22
Total	£216.33	£155.27	£140.49



Courtesy Canadian Geographical Journal

The countries to which Australia shipped her principal products are set forth in the following tables, indicating the trend of trade during the year under review, compared with the situation during the corresponding period in 1944-45.

***Greasy Wool**

	1945-46 (£A.'000)	1944-45
United States	£20,535	£17,956
United Kingdom	18,078	19,664
France	6,048	Nil
Belgium	3,776	Nil
Turkey	513	273
Canada	461	384
Mexico	274	296
Sweden	217	Nil
India	215	153
Portugal	178	Nil
China	78	Nil
New Zealand	4	Nil
Other countries	503	19
Total	£50,880	£38,745

***Scoured Wool, Tops, Noils and Waste**

	1945-46	1944-45
	(£A.'000)	
United States	£ 4,043	£ 3,498
United Kingdom	2,712	3,318
Canada	1,421	1,229
India	1,216	1,394
Mexico	813	585
Belgium	679	Nil
Egypt	415	276
Palestine	289	19
Sweden	281	Nil
France	204	Nil
Hong Kong	158	Nil
Iraq	105	24
Iran	72	Nil
Turkey	51	240
Other countries	440	59
Total	£12,899	£10,642

*Subject to revision.

Exports of Wheat Flour

	1945-46	1944-45
	(£A.'000)	
Ceylon	£ 3,335	£ 2,740
Malaya	2,685	Nil
India	2,183	935
Hong Kong	641	Nil
Mauritius	424	510
Pacific Islands (Br.)	329	191
New Zealand	256	54
Aden	232	Nil
Pacific Islands (For.)	204	162
Borneo (Br.)	202	Nil
Greece	180	Nil
United Kingdom	75	354
Egypt	3	1,015
Other countries (Br.)	293	369
Other countries (For.)	249	336
Madagascar	46	66
Total	£11,337	£ 6,732

Wheat Exports

	1945-46	1944-45
	(£A.'000)	
India	£ 4,553	£ 4,765
New Zealand	474	646
China	329	Nil
Ceylon	321	213
Southern Rhodesia	163	97
Hong Kong	155	Nil
South Africa	133	101
Italy	Nil	1,398
Peru	Nil	818
Mexico	Nil	598
United States	Nil	495
Iraq	Nil	226
Iran	Nil	156
Chile	Nil	128
East Africa (Br.)	Nil	84
Other countries (For.)	249	17
Other countries (Br.)	1	10
Total	£ 6,378	£ 9,752

Butter Exports

	1945-46	1944-45
	(£A.'000)	
United Kingdom	£ 8,990	£ 7,355
Ceylon	280	223
India	240	169
Egypt	80	137
Malaya	76	Nil
Pacific Islands (Br.)	60	6
Pacific Islands (For.)	27	19
Other countries (Br.)	441	339
Other countries (For.)	78	2
Total	£10,272	£ 8,250

Canadian Corvette "Huntsville" Available for Conversion

*Offered for sale by War Assets Corporation for \$80,000
—May be used as passenger liner or cargo carrier—
Some 160 tons of activated carbon declared surplus.*

H.M.C.S. *Huntsville*, one of the many corvettes that assisted in preserving the sea lanes between Canada and the United Kingdom, is now offered for sale by the Export Sales Division of the War Assets Corporation. This vessel, which could be converted for service as a passenger liner or cargo carrier, is located at Halifax. It may be purchased for \$80,000, if converted in Canada to a design acceptable to the vendors.

The *Huntsville*, a Castle class corvette, has a length of 251 feet 9 inches, a beam of 36 feet 8 inches and a draught of 10 feet. Her displacement is 1,010 tons. Propulsion is provided by a single-screw triple expansion four-cylinder steam engine, the indicated horsepower of which is 2,750. Her cruising range at 10 knots is 10,500 miles, and range at full speed of 16.5 knots is 4,400 miles.

Activated Carbon Declared Surplus

Eighty tons of activated carbon, as used in service respirators, is available for purchase at Halifax and another eighty tons at Cornwall, which are offered for two cents a pound. The carbon contains some metal, mostly copper, with some aluminum, iron and silver.

Enquiries should be addressed to the War Assets Corporation, Export Sales Division, No. 4 Temporary Building, Ottawa. The prices quoted are on an "as is, where is" basis, and the offerings are subject to prior sale or withdrawal.

Foreign Trade Week in Toronto

Public attention will be directed, during the first week of November, to the importance of external trade in the planned economy of this country through efforts of the Canadian Exporters' Association. Arrangements are being made to observe "Foreign Trade Week" in Toronto from November 3 to 9, and to hold the annual meeting of the association on Friday, November 8.

The observance of this, the first foreign week to be held in Canada, will be inaugurated by His Worship Mayor Saunders in the Council Chamber of the City of Toronto on November 4.

As indicated in a bulletin to its members, the Canadian Exporters' Association explains that 35 cents of every \$1.00 earned by Canadians comes from Canada's trade abroad. "The purpose of Foreign Trade Week in Toronto is to direct public attention to the contribution of world trade to employment and the general well-being, and to consider what we must do to develop and strengthen participation in that trade."

U.K. Will Purchase Mauritius Sugar

The sugar crop of Mauritius is estimated at 305,000 metric tons, according to the July issue of Barclays Bank Review. The United Kingdom has undertaken to purchase all sugar produced up to and including the crop of 1949. The government has published a plan for development and welfare, involving an expenditure over ten years of some 112,240,000 rupees.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Belleville—Chamber of Commerce.
Brantford—Board of Trade.
Brockville—Chamber of Commerce.
Calgary—Board of Trade.
Gananoque—Chamber of Commerce.
Granby—Board of Trade.
Guelph—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kentville—Board of Trade.
Kingston—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Montreal—Montreal Board of Trade.

Niagara Falls—Chamber of Commerce.
Renfrew—Board of Trade.
St. Catharines—Chamber of Commerce.
Saint John—Board of Trade.
Toronto—Can. Manufacturers' Association.
Vancouver—Can. Manufacturers' Association.
Victoria—Dept. of Trade and Industry.
Welland—Board of Trade.
Windsor—Chamber of Commerce.
Winnipeg—Can. Manufacturers' Association.

Maurice Bélanger, Commercial Secretary, Canadian Embassy, Rio de Janeiro, resumed his Canadian tour in Ottawa on September 16.

H. L. Brown, recently returned from Johannesburg, South Africa, where he was trade commissioner, began his Canadian tour in Toronto on July 15. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo. (Due to indisposition in Mr. Brown's family, it will be necessary for him to postpone the balance of his tour, as previously announced in the *Commercial Intelligence Journal*.)

K. F. Noble, formerly trade commissioner at Sydney, where his territory included the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies, commenced his Canadian tour in Ottawa on August 22. On the conclusion of his tour, Mr. Noble will take up the post of trade commissioner at Hong Kong.

C. Blair Birkett, who was Canadian Trade Commissioner in New Zealand for the past six years, left Ottawa on September 16 for Guatemala City, where he will open a new office. Mr. Birkett will travel by train to New Orleans, and proceed thence by air to Guatemala City.



J. C. Depocas, formerly trade commissioner at Buenos Aires, where his territory included Uruguay and Paraguay, commenced his Canadian tour in Fredericton, N.B., on September 9. On the conclusion of his tour, Mr. Depocas will open a new office of the Trade Commissioner Service at Sao Paulo, Brazil.

Richard Grew, recently trade commissioner at Cairo, commenced his Canadian tour in Victoria on September 20. His territory included the Sudan, Palestine, Cyprus, Iraq, Syria, Iran and Turkey.

M. J. Vechsler, of Ottawa, formerly trade commissioner in Chile, resumed his Canadian tour in Edmonton on September 5. He has been appointed trade commissioner at Liverpool, where his territory will include the Midlands, the North of England and Wales. Mr. Vechsler will take up this post on the conclusion of his tour.

Their itineraries are as follows—

Maurice Bélanger

(Commercial Secretary, Canadian Embassy, Rio de Janeiro)

Kitchener—September 23.

Calgary—September 26.

Vancouver—September 28-October 5.

Winnipeg—October 8-10.

Ottawa—October 13.

J. C. Depocas

(Appointed Trade Commissioner at Sao Paulo)

Montreal—September 23-October 3.

St. Hyacinthe—October 4.

Gananoque—October 8.

Toronto—October 9-17.

Hamilton—October 18-19.

St. Catharines—October 18-19.

Niagara Falls—October 18-19.

Brantford—October 22.

London—October 23.

Walkerville—October 24.

Sault Ste. Marie—October 25.

Kitchener—October 28.

Guelph—October 29.

Winnipeg—November 1.

Edmonton—November 3.

Vancouver—November 5-14.

Victoria—November 5-14.

Richard Grew

(Recently Trade Commissioner at Cairo)

Vancouver—September 23-28.

Kelowna—September 30.

Winnipeg—October 3.

K. F. Noble

(Appointed Trade Commissioner at Hong Kong)

Montreal—September 10-23.

Granby—September 24.

Ottawa—September 25.

Renfrew—September 26.

Kingston—September 27.

Belleville—September 28.

Toronto—September 30-October 12.

Hamilton—October 12 and 15.

St. Catharines—October 16.

Brantford—October 17.

London—October 18.

Windsor—October 19-21.

Kitchener—October 23.

M. J. Vechsler

(Appointed Trade Commissioner at Liverpool)

Winnipeg—September 23.

Ottawa—September 25.

Itinerary of Col. E. W. Allen

Col. E. W. Allen, chairman of the Civil Service Stores, which introduced many Canadian commodities to the British market after the first World War, is presently visiting Canada to discuss with manufacturers the disposal of exportable samples of consumer goods.

Persons wishing to communicate with Col. Allen should address their correspondence to him in care of the Foreign Trade Service, Department of Trade and Commerce, Ottawa, or contact him directly in the following cities:

Toronto (Royal York Hotel), September 20-24.

Winnipeg (Fort Garry Hotel), September 26-28.

Vancouver (Georgia Hotel), October 1-14.

Montreal (Windsor Hotel), October 16-19.

New York (Hotel Madison), October 20-24.

Col. Allen is scheduled to leave New York on October 25 aboard the Cunard liner *Queen Elizabeth*. After October 20, all correspondence should be directed to him in London, England.

Netherlands' Commercial Staff Increased

The staff of the Netherlands Legation in Canada has been augmented by the addition of a Commercial Secretary, Mr. E. L. Hechtermans, and an Agricultural Attaché, Mr. A. S. Tuinman, both of whom arrived in Ottawa this month and have assumed their respective duties.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

109. **Tunisia**—Fortunato Haddad, 4 rue Malta-Srira, Tunis, would like to make contact with Canadian manufacturers of woollens, shoes, leather, hides and skins and other goods. Mr. Haddad feels he can obtain import licences and is willing to make representation arrangements. File 14546.

Brazil Suspends Certain Duties

Rio de Janeiro, August 30, 1946.—By a decree-law of August 16, 1946, the collection of duties and other charges on scrap iron and steel imported into Brazil was suspended until December 31, 1946. A decree-law of August 23 continued in force until the end of the year the suspension of duties previously granted on imports of agricultural tools into Brazil.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the company or agent indicated.

Departures from Montreal

* Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator
Africa-East—			
Lourenco Marques...	September 18-26	<i>Marietta</i>	Elder Dempster
Lourenco Marques...	October 4-12	<i>Ormos</i>	Elder Dempster
Lourenco Marques...	October 17-25	<i>Cabano</i>	Elder Dempster
Lourenco Marques...	November 2-10	<i>A Ship</i>	Elder Dempster
Lourenco Marques...	November 16-24	<i>Cambray</i>	Elder Dempster
Africa-South—			
Cape Town.....	September 18-26	<i>Marietta</i>	Elder Dempster
Port Elizabeth.....	September 22-28	<i>Empire Maggie</i>	Montreal Shipping
East London.....	October 4 to 12	<i>Ormos</i>	Elder Dempster
Durban.....	October 17-25	<i>Cabano</i>	Elder Dempster
	November 2-10	<i>A Ship</i>	Elder Dempster
	November 16-24	<i>Cambray</i>	Elder Dempster
Argentina—			
Buenos Aires.....	September 27-30	<i>Fort Columbia</i>	Furness Withy
Buenos Aires.....	Early October	<i>A Ship</i>	Montreal Shipping
Australia—			
Brisbane.....	September 26-30	<i>Kaipaki</i>	M.A.N.Z. Line
Sydney.....			
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	September 20-25	<i>Mont Sorrel</i>	Montreal Shipping
Antwerp.....	September 23-27	<i>Flint 2</i>	Canada Steamships
Antwerp.....	Late September	<i>Marchdale</i>	March Shipping
Antwerp.....	October 4-6	<i>Prins Willem Van Orange</i>	Shipping Limited
Antwerp.....	October 6-9	<i>Grey County</i>	Canada Steamships
Antwerp.....	October 10-12	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	October 17-21	<i>Twickenham</i>	Cunard White Star
Antwerp.....	Late October	<i>A Ship</i>	Shipping Limited

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator
Belgium—Con.			
Antwerp.....	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited
Antwerp.....	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	November 15-16	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	November 15-19	<i>Beaconsfield</i>	Cunard White Star
Brazil—			
Rio de Janeiro.....	September 27-30	<i>Fort Columbia</i>	Furness Withy
Santos.....	Early October..	A Ship	Montreal Shipping
Br. Honduras—			
Belize.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Ceylon—			
Colombo.....	September 27	<i>City of Florence</i>	McLean Kennedy
Colombo.....	September-October	A Ship	McLean Kennedy
China—			
Shanghai.....	September 24	<i>City of Yokohama</i>	McLean Kennedy
Colombia—			
Barranquilla.....	October 5-9.	<i>Vest</i>	Saguenay Terminals
Costa Rica—			
Port Limon.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Cuba—			
Havana.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Curaçao.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Egypt—			
Alexandria.....	September 27	<i>City of Florence</i>	McLean Kennedy
Port Said.....			
Eire—			
Dublin.....	September 17-21	<i>Lord Glentoran</i>	McLean Kennedy
France—			
Channel Ports.....		A Ship	Montreal Shipping
Germany—			
Hamburg.....	September 20-25	<i>Mont Sorrel</i>	Montreal Shipping
Hamburg.....	Late September	<i>Marchdale</i>	March Shipping
Guatemala—			
Puerto Barrios.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Greece—			
Piraeus.....		A Ship	Montreal Shipping
Holland—			
Rotterdam.....	September 23-27	<i>Flint 2</i>	Canada Steamships
Rotterdam.....	September 20-25	<i>Mont Sorrel</i>	Montreal Shipping
Rotterdam.....	Late September	<i>Marchdale</i>	March Shipping
Rotterdam.....	October 4-6	<i>Prins Willem Van Orange</i>	Shipping Limited
Rotterdam.....	October 6-9	<i>Grey County</i>	Canada Steamships
Rotterdam.....	October 10-12	<i>Prins Willem IV</i>	Shipping Limited
Rotterdam.....	Late October	A Ship	Shipping Limited
Rotterdam.....	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited
Rotterdam.....	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Rotterdam.....	November 14-16	<i>Prins Maurits</i>	Shipping Limited
Rotterdam.....	October 17-21	<i>Twickenham</i>	Cunard White Star
Amsterdam.....	November 15-19	<i>Beaconsfield</i>	Cunard White Star
Hong Kong.....	September 24	<i>City of Yokohama</i>	McLean Kennedy
India—			
Karachi.....	September 27	<i>City of Florence</i>	McLean Kennedy
Bombay.....	September-October	A Ship	McLean Kennedy
Madras.....			
Calcutta.....			

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator
Mediterranean—			
Central Area.....	September 20-25	A Ship	McLean Kennedy
Central Area.....	September 20-25	<i>Mont Clair</i>	Montreal Shipping
Central Area.....	October 10-20	A Ship	Montreal Shipping
Mexico—			
Vera Cruz.....		A Ship	Canadian National
Newfoundland—			
St. John's.....	September 25-26	A Ship	Shaw Steamships
St. John's.....	Sep. 30-Oct. 2	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	October 10-12	A Ship	Shaw Steamships
Corner Brook.....		A Ship	Clarke Steamships
New Zealand—			
Auckland.....	September 23-28	<i>Port Saint John</i>	M.A.N.Z. Line
Wellington.....			
Lyttleton.....			
Dunedin.....			
Bluff.....			
Northern Ireland—			
Belfast.....	September 26-30	<i>Torr Head</i>	McLean Kennedy
Panama—			
Cristobal.....	October 5-9	<i>Vest</i>	Sagueany Terminals
Philippines—			
Manila.....	September 24	<i>City of Yokohama</i>	McLean Kennedy
Puerto Rico—			
San Juan.....	September 21-25	<i>Fort Dearborn</i>	Sagueany Terminals
San Domingo—			
Ciudad Trujillo.....	September 21-25	<i>Fort Dearborn</i>	Saguenay Terminals
Scandinavia—			
Baltic Ports.....	September 25-29	<i>Svanefjell</i> <i>Stegholm</i>	Brock Shipping Swed. Amer. Mexico
Baltic Ports.....	Sept. 30—Oct. 3		
United Kingdom—			
Avonmouth.....	September 24	<i>Pacific Exporter</i> <i>Boston City</i> <i>Empire Kangaroo</i> <i>Delilian</i>	Furness Withy Cairn-Thomson Donaldson Atlantic Donaldson Atlantic
Avonmouth.....	September 26-30		
Avonmouth.....	October 14-18		
Avonmouth.....	October 21-26		
Bristol.....	September 24	<i>Pacific Exporter</i> <i>Boston City</i>	Furness Withy Cairn-Thomson
Bristol.....	September 26-30		
Glasgow.....	September 25-29	<i>Salacia</i> <i>Dorelian</i> <i>Norwegian</i>	Donaldson Atlantic Donaldson Atlantic Donaldson Atlantic
Glasgow.....	October 3-8		
Glasgow.....	October 14-18		
Hull.....		A Ship	Ellerman Wilson
Leith.....	September 21-25	<i>Cairnesk</i>	Cairn-Thomson
Liverpool.....	September 17-21	<i>Lord Glentoran</i> <i>Bayano</i> <i>Condesa</i> <i>Port Sydney</i> <i>Torr Head</i> <i>Valacia</i> <i>Beaverburn</i> <i>Cavina</i> <i>Beaverford</i>	Head Line Donaldson Atlantic Donaldson Atlantic Cunard White Star McLean Kennedy Cunard White Star Canadian Pacific Donaldson Atlantic Canadian Pacific
Liverpool.....	September 20-26		
Liverpool.....	September 21-26		
Liverpool.....	September 23-27		
Liverpool.....	September 26-30		
Liverpool.....	October 4-11		
Liverpool.....	October 12		
Liverpool.....	October 12-17		
Liverpool.....	October 19		
London.....	October 2		
London.....	October 11	<i>Beaverdell</i> <i>Beaver Glen</i>	Canadian Pacific Canadian Pacific
Manchester.....	October 3	<i>Manchester City</i> <i>Manchester Trader</i> <i>Manchester Progress</i>	Furness Withy Furness Withy Furness Withy
Manchester.....	October 6-10		
Manchester.....	October 12-16		
Newcastle.....	September 21-25	<i>Cairnesk</i>	Cairn-Thomson

Departures from Montreal—Continued

Destination	Loading Date	Vessel	Operator
Uruguay— Montevideo.....	September 27-30	<i>Fort Columbia</i>	Furness Withy
Venezuela— La Guaira..... Maracaibo.....	September 21-25 October 5-9	<i>Fort Dearborn</i> <i>Vest</i>	Saguenay Terminal Saguenay Terminals
West Indies—			
Antigua.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Antigua.....	September 18-23	* <i>Chomedy</i>	Canadian National
Antigua.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Antigua.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Antigua.....	October 17-25	<i>A Ship</i>	Alcoa Steamships
Antigua.....	October 20-25	* <i>Colborne</i>	Canadian National
Barbados.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Barbados.....	September 18-23	* <i>Chomedy</i>	Canadian National
Barbados.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Barbados.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Barbados.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Barbados.....	October 17-25	<i>A Ship</i>	Alcoa Steamships
Barbados.....	October 20-25	* <i>Colborne</i>	Canadian National
Bermuda.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Bermuda.....	September 25-29	* <i>Cartier Park</i>	Canadian National
Bermuda.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	October 3-7	* <i>Maisonneuve Park</i>	Canadian National
Bermuda.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Bermuda.....	October 17-25	<i>A Ship</i>	Alcoa Steamships
Bermuda.....	October 20-24	* <i>Canadian Observer</i>	Canadian National
Br. Guiana.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Br. Guiana.....	September 18-23	* <i>Chomedy</i>	Canadian National
Br. Guiana.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Br. Guiana.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Br. Guiana.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Br. Guiana.....	October 17-25	<i>A Ship</i>	Alcoa Steamships
Br. Guiana.....	October 20-25	* <i>Colborne</i>	Canadian National
Dominica.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Dominica.....	October 20-25	* <i>Colborne</i>	Canadian National
Grenada.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Grenada.....	September 18-23	* <i>Chomedy</i>	Canadian National
Grenada.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Grenada.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Grenada.....	October 17-25	<i>A Ship</i>	Alcoa Steamships
Grenada.....	October 20-25	* <i>Colborne</i>	Canadian National
Guadeloupe.....	September 21-25	<i>Fort Dearborn</i>	Saguenay Terminals
Jamaica.....	September 25-29	* <i>Cartier Park</i>	Canadian National
Jamaica.....	October 3-7	* <i>Maisonneuve Park</i>	Canadian National
Jamaica.....	October 20-24	* <i>Canadian Observer</i>	Canadian National
Martinique.....	September 21-25	<i>Fort Dearborn</i>	Saguenay Terminals
Montserrat.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Montserrat.....	October 20-25	* <i>Colborne</i>	Canadian National
Nassau.....	September 25-29	* <i>Cartier Park</i>	Canadian National
Nassau.....	October 3-7	* <i>Maisonneuve Park</i>	Canadian National
Nassau.....	October 20-24	* <i>Canadian Observer</i>	Canadian National
St. Kitts.....	September 17-25	<i>Alcoa Planter</i>	Alcoa Steamships
St. Kitts.....	September 18-23	* <i>Chomedy</i>	Canadian National
St. Kitts.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Kitts.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Kitts.....	October 17-25	<i>A Ship</i>	Alcoa Steamships
St. Kitts.....	October 20-25	* <i>Colborne</i>	Canadian National
St. Lucia.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
St. Lucia.....	September 27-30	* <i>Lorne Park</i>	Canadian National
St. Lucia.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships

Departures from Montreal—*Concluded*

Destination	Loading Date	Vessel	Operator
St. Lucia.....	October 17-25	A Ship	Alcoa Steamships
St. Lucia.....	October 20-25	* <i>Colborne</i>	Canadian National
St. Vincent.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
St. Vincent.....	September 27-30	* <i>Lorne Park</i>	Canadian National
St. Vincent.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Vincent.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Vincent.....	October 17-25	A Ship	Alcoa Steamships
St. Vincent.....	October 20-25	* <i>Colborne</i>	Canadian National
Trinidad.....	September 17-25	* <i>Alcoa Planter</i>	Alcoa Steamships
Trinidad.....	September 18-23	* <i>Chomedy</i>	Canadian National
Trinidad.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Trinidad.....	Sept. 27—Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Trinidad.....	October 17-25	A Ship	Alcoa Steamships
Trinidad.....	October 20-25	* <i>Colborne</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the above table, the following departures are listed by operators:—

Destination	Loading Date	Vessel	Operator
Iceland— Reykjavik.....		A Ship	F. K. Warren Ltd.
Newfoundland— St. John's.....	September 20-23	<i>Fort Townshend</i>	Furness Withy
St. John's.....	September 25-27	Savoy	Furness Withy
United Kingdom— Southampton.....	September 26	<i>Aquitania</i>	Cunard White Star
West Indies— Bermuda.....	September 20-23	<i>Fort Amherst</i>	Furness Withy

Departures from Vancouver

Destination	Loading Date	Vessel	Operator
Africa— Cape Town.....	September 23 October 22	<i>Lloydcrest</i> <i>Silverwalnut</i>	Dingwall Cotts Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
Lourenco Marques..			
Argentina— Buenos Aires.....	Late September.....	<i>Heranger</i>	Empire Shipping
Buenos Aires.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
Buenos Aires.....	October	A Ship	Empire Shipping
Buenos Aires.....	November	<i>Hardanger</i>	Empire Shipping
Australia— Brisbane.....	September 27	<i>Rabaul</i>	W. R. Carpenter
Sydney.....	October 18	<i>Boolongena</i>	Empire Shipping
Melbourne.....	Late October	<i>Suva</i>	W. R. Carpenter
	Late November	<i>Lautoka</i>	W. R. Carpenter
Hobart.....	October 4	<i>Wairuna</i>	Canadian Australasian
Melbourne.....			
Sydney.....			
Melbourne.....	October 17	<i>Waihemo</i>	Canadian Australasian
Sydney.....			

Departures from Vancouver—*Con.*

Destination	Loading Date	Vessel	Operator
Belgium— Antwerp.....	Late September	<i>Argentina</i>	Gardner Johnson
Brazil— Rio de Janeiro..... Recife.....	October 7-11	<i>Ringleader</i>	Moore-McCormick
Burma— Rangoon.....	.....	A Ship	Dingwall Cotts
China— Shanghai..... Shanghai..... Shanghai..... Shanghai..... Shanghai..... Shanghai..... Taku Bar..... Shanghai..... Tsingtao.....	Late September September 18 October 10-14 Late October November Late September Mid-October	<i>Winnipegosis Park</i> <i>Greengables Park</i> <i>Granville</i> <i>Vingnes</i> <i>Mongabarra</i> <i>Vilja</i> <i>Parramatta</i>	Seaboard Shipping Anglo Canadian Balfour Guthrie Empire Shipping Empire Shipping Empire Shipping Empire Shipping
Colombia— Cartagena.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
Curaçao.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
France— North Coast.....	Late September	A Ship	Empire Shipping
Hawaii— Honolulu.....	.....	A Ship	Dingwall Cotts
Holland— Rotterdam.....	Late September	<i>Argentina</i>	Gardner Johnson
Hong Kong.....	October 10-14	<i>Grenville</i>	Klaveness
India— Bombay..... Bombay.....	September 29 October 26	<i>Bantam</i> <i>Silverlarch</i>	Dingwall Cotts Dingwall Cotts
Mediterranean— Central Area..... Central Area..... Central Area.....	Late September October November	A Ship <i>Elias G. Kulukundis</i> A Ship	Empire Shipping Empire Shipping Empire Shipping
Mexico.....	.....	A Ship	Johnston Walton
Netherlands East Indies.....	September 29 October 26	<i>Bantam</i> <i>Silverlarch</i>	Dingwall Cotts Dingwall Cotts
New Zealand— Auckland..... Auckland..... Wellington..... Lyttelton..... Bluff.....	October 4 October 17	<i>Wairuna</i> <i>Waihemo</i>	Canadian Australasian Canadian Australasian
Philippines— Manila..... Cebu..... Iloilo.....	September 29 October 10-14 October 26	<i>Bantam</i> <i>Granville</i> <i>Silverlarch</i>	Dingwall Cotts Balfour Guthrie Dingwall Cotts
South Africa.....	September 10	<i>Mission Park</i>	Canadian Transport
South America— East Coast.....	.....	A Ship	Balfour Guthrie
South Sea Islands— Lautoka..... Suva.....	October 4	<i>Wairuna</i>	Canadian Australasian
Straits Settlements.....	September 29 October 26	<i>Bantam</i> <i>Silverlarch</i>	Dingwall Cotts Dingwall Cotts
Sweden.....	.....	A Ship	Gardner Johnson

Departures from Vancouver—*Concluded.*

Destination	Loading Date	Vessel	Operator
United Kingdom—			
Cardiff.....	October 1-4	<i>Samsette</i>	Donaldson Line
Liverpool.....	October 1-4	<i>Samsette</i>	Donaldson Line
Liverpool.....	October 11	<i>Samson</i>	Furness Line
London.....	October 11	<i>Samson</i>	Furness Line
Uruguay—			
Montevideo.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
Venezuela—			
Puerto Cabello.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
West Indies—			
Jamaica.....	Late September	<i>Magister</i>	Canada Shipping
Jamaica.....	Mid-October	<i>Canadian Constructor</i>	Canada Shipping
Trinidad.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie

Eight Purebred Canadian Heifers Flown South to Colombia

Eight purebred Holstein heifers spanned some 2,500 miles this week in a matter of hours, having been flown almost due south from Canada to Colombia to assist in improving the livestock strain in that Latin American republic. Departure was taken on Tuesday from Malton Airport, Toronto, for Bogotá. This city, which has an altitude of 8,563 feet, is in the centre of a fertile plain that pastures large herds of cattle and produces cereals, vegetables and fruit in abundance.

The initial overseas shipment of Canadian cattle was made on August 1, when eight purebred bulls were flown from Toronto to Cuba and Puerto Rico. This form of transportation eliminates many of the problems involved in shipping cattle by surface craft, and cuts down the time of transit very materially.

SS. *Princess Kathleen* To Be Refitted

Tenders, which are expected to be in the vicinity of one million dollars, have been called for refitting the Canadian Pacific coastal steamer *Princess Kathleen*, which recently returned to Victoria, B.C., bearing the scars of war service in the Mediterranean. The SS. *Princess Kathleen* will take her former place in the British Columbia "triangle" service next summer.

India-Australia Service Proposed

Bombay, September 7, 1946 (FTS)—Establishment of a government steamship service between India and Australia, proposed by the Government of India early this year, is still under consideration. It is reported from Canberra, Australia, that William J. Scully, Minister of Commerce and Agriculture, declared Australia would soon send a delegation to India and other countries in the Middle and Far East in an effort to develop trade.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in respect of shipments to countries in non-sterling areas, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations September 9	Nominal Quotations Sept. 16
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2465	.2475
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0541	.0541
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2084
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupce	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3770	.3770
Netherlands East Indies.....	Florin	....	.3766	.3766
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2785	.2785
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0077	.0035
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5983).

Commodity Officers—

Foods—

Live stock and products, fish and products, H. A. Gilbert (2380).
Plants and products, G. F. Clingan (7523).
Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals—

Iron and steel products, T. S. Walsh (4082).
Non-ferrous metals and non-metallic minerals, A. M. Tedford (4160).
Chemicals and allied products, S. G. Barclay (7886).
Machinery and industrial equipment, C. J. Gardner (4082).
Electrical machinery and equipment, A. S. MacRae (7601).
Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber—

Textiles and apparel, G. R. Poley and J. U. Curtis (3004).
Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper—

Wood and products, G. H. Rochester (6974).
Paper and products, E. Clarke and N. R. Chappell (6974).

General Products—

General products, W. H. Grant (3209).
Miscellaneous products, P. G. Jones (4160).
Durable consumer-goods, E. L. Smith (7601).

Token Shipments—W. H. Black (5983).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417, 7163, 7953); Assistant Director, C. F. McGinnis.

Raw Materials Section—Chief, C. F. McGinnis; (Supply Research), A. C. Fairweather, P. E. Jensen and M. C. Hughes; (Trade Controls), W. G. Hopkins.

Manufactured Goods Section—H. B. Scully and G. C. Clarke.

Trade Services Directory—A. J. Langdon.

Canadian Importers' Directory—Miss M. E. Adams.

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5468).

Commercial Relations Division—Director, H. R. Kemp (5151); Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819).

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service Chief, S. L. Tilley (6394).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in twenty-eight British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA.

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—Excredcorp.

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries.

Canadian Trade Commissioners

The title, **Canadian Government Trade Commissioner**, should be used in addresses of letters, except where otherwise indicated. Cable address:—
Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 473, Buenos Aires (1).

Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Métropole, 7th Floor, Av. Presidente Wilson 165.

British Malaya

ARTHUR WILDING, Canadian Commercial Agent. Address for letters: Room D-2, Union Building, Singapore.

Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India.

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building.

Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523.

Territory includes Republic of Panama, the Canal Zone, Nicaragua, and Costa Rica.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.

Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

RICHARD GREW. Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Hong Kong

C. R. GALLOW (Acting). Address for letters—P.O. Box 126.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

Ireland

E. L. McCOLL, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Canadian Trade Commissioners

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—% British Embassy, Rome.

Territory includes Czechoslovakia, Malta, and Yugoslavia.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Territory includes Guatemala, Honduras, and Salvador.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 33, Auckland. Office—Yorkshire House, Shortland Street.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, Cantracom.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province, Orange Free State and South-west Africa, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, Cantracom.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, Canadian Stockholm.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: H. L. E. PRIESTMAN, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England and East Anglia.

Cable address, Sleighing, London.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucum.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—8° Piso, Edif. America, Esq., Veroes, Caracas.

Territory includes Netherlands West Indies.

Commercial Intelligence Journal

Vol. LXXV

OTTAWA, SEPTEMBER 28, 1946

No. 2226



NOTICE TO SUBSCRIBERS

Subscribers are requested to renew their subscriptions to the *Commercial Intelligence Journal* on receipt of a notice from the King's Printer, Government Printing Bureau, Ottawa. Renewal notices will be mailed to subscribers four weeks prior to the expiry date of their subscriptions. If no reply has been received by this date, the name of the subscriber will be removed from the mailing list on the assumption that he no longer wishes to receive this publication.

The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, SEPTEMBER 28, 1946

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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Summary of Service to Traders (Inside Back Cover)

COVER SUBJECT—Canadian apples, six million bushels of which will find their way across the seas from this year's near record crop, are now being harvested. British Columbia, with an estimated crop of eight million bushels, largest producing province, is followed by Nova Scotia with nearly five millions.

National Film Board Photograph

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Upwards of Three Million Bushels Of Apples for United Kingdom

Over four-fold increase for fruit-hungry people of Britain—British Columbia and Nova Scotia furnish bulk of requirements—Near record crop in Canada this year.

By G. F. Clingan, Export Division, Foreign Trade Service

Upwards of three million bushels of Canadian apples will be shipped to the United Kingdom during the present crop year. This figure represents a material increase over the quantity allocated for the crop year ended last July, amounting to only 800,000 bushels. The British Ministry of Food, which is anxious to furnish large quantities of fresh fruit to the populace of the United Kingdom, who have for so long been forced to curb their normal desires for this item of their daily diet, has requested that Canada make available as many apples of certain grades and sizes as can be spared.

Nova Scotia and B.C. Furnish Bulk

Tentative arrangements have been made whereby Nova Scotia will ship, in barrels, nearly a million bushels of their finest apples. If circumstances permit, this figure will be materially increased. British Columbia, with a higher production of dessert apples, has been allotted a quota of over two million bushels, which will be packed in boxes. This form of packaging lends itself more readily than the barrel pack to the British method of rationed distribution. Ontario, which is eager to resume her former export trade, will provide several thousand barrels of her best apples.

Purchases on behalf of the British Government were made by Sir Andrew Jones, chairman of the British Food Mission, through the Special Products Board, of whose fruit and vegetable section K. B. Conger, Department of Agriculture, is manager.

Poor Crop Last Year

The British market has been throughout the years a balance wheel for the apple industry of Canada. It formerly absorbed 80 per cent of Nova Scotian production and about 40 per cent of that in British Columbia. Due to damage sustained by orchards in Ontario and New Brunswick before the war, those two provinces were unable to participate in the exportation of apples from Canada. Shipments to the United Kingdom were maintained in fair volume during the period of hostilities, except in 1943, when none was made. Despite the deplorably poor crop last year, some 800,000 bushels were shipped to Great Britain, practically the entire quantity having been forwarded from British Columbia orchards.

Although apple allocations to the United States were agreed upon by the Joint Canadian-United States Apple Committee, meeting in Toronto last August, provincial quotas were not then established. Interim allocations, which may be increased if a demand materializes, have now been set as follows:

Province	Bushels
Nova Scotia	847,000
New Brunswick	43,000
Quebec	75,000
Ontario	219,000
British Columbia	1,161,000

Provincial allocations for markets other than those of Great Britain and the United States provide for a substantial quota of over 500,000 bushels, as follows:

Province	Bushels
Nova Scotia	127,050
New Brunswick	6,450
Quebec	11,250
Ontario	32,850
British Columbia	335,000

From these allocations will be met the requirements of Newfoundland and the British West Indies, Latin American countries, of which Brazil has been the most consistent purchaser of Canadian apples; South Africa, the Far East and Western Europe.

Apples Shipped to Empire Countries Without Permit

As previously mentioned in the *Commercial Intelligence Journal*, no export permits are now required for the shipment of fresh apples to any country within the British Commonwealth of Nations, to Iceland or to St. Pierre-Miquelon. Special permits are being issued to producer organizations for shipments to all other foreign markets. Exporters may make arrangements to ship under these Special Permits with the sanction of the permit holders, as follows:

Nova Scotia Apple Marketing Board, Kentville, N.S.

New Brunswick Fruit Growers' Association (A. G. Turney, Secretary), Fredericton, N.B.

Quebec Pomological Society, 130 St. Paul Street, East, Montreal (Lucien Laporte, Secretary).

Ontario Fruit Export Association (G. F. Perkins, Manager), Queens Park, Toronto.

B.C. Tree Fruits, Limited, Kelowna, B.C.

Varieties of apples shipped from Nova Scotia include: Cox's Orange Pippin, Cortland, Golden Russett, Northern Spy and Ribston Pippin.

Varieties of apples shipped from British Columbia include: Delicious, Jonathan, McIntosh Red, Winesap and Yellow Newtown.

Second Largest Crop on Record

Canada anticipates one of the largest apple crops in her history, amounting to an estimated 15,940,000 bushels. This is more than double that of last year, amounting to only 7,635,000 bushels, and is two million bushels larger than the five-year average between 1940 and 1944. Estimates, as issued by the Dominion Bureau of Statistics, are as follows:

Canadian Apple Production

Provinces	1940-1944	1945 (Thousands of Bushels)	1946
Nova Scotia	4,184	1,087	4,800
New Brunswick	247	170	300
Quebec	944	80	1,000
Ontario	2,208	650	1,780
British Columbia	5,876	5,748	8,060
Totals.....	13,459	7,635	15,940

Coffee Crop In Kenya 8,000 Tons

The coffee crop in Kenya is estimated at 8,000 tons, according to the July issue of Barclays Bank Review. Picking continues in the lower areas. Due to dry conditions, thrips have infested a number of estates in the Kiambu district, near Nairobi.

Production of Building Materials Expanding in United States

Shortages were experienced in twelve major categories, but supply doubled since Wyatt program presented last February—Showers replacing bathtubs—Only one-third brickyards reopened—Steel needed for heating projects.

By B. J. Bachand, Assistant Commercial Secretary, Canadian Embassy

(Ed.—This is the second in a series of two articles on the housing situation in the United States, prepared for the *Commercial Intelligence Journal*.)

Washington, September 3, 1946.—Expansion in the production of building materials has resulted in the United States from demands of the Veterans' Emergency Housing program. Requirements far exceed normal peacetime production. In addition, necessary restrictions through the period of hostilities have forced many mills and factories to close, while the output in others has been severely curtailed. Manpower and inventories of all building materials have been subjected to a material decline.

Actual shortages were experienced in twelve major categories, such as plywood, lumber, bricks, cast-iron soil pipe, gypsum board and lath, cast-iron radiation supplies, bathtubs, warm-air heating equipment, concrete blocks, clay tile, clay sewer pipe and asphalt roofing. Potential shortages were expected in dozens of other materials, such as structural steel, nails, hardware and plumbing equipment of all kinds.

Plywood Production Has Declined

In the April issue of *Fortune*, which is entirely devoted to the subject of housing in the United States, the following observations are made with respect to construction materials:

"Plywood is critically short, despite the fact that the industry expanded during the war to a capacity of four billion square feet—nearly twice its 1939 size—to meet military requirements. To-day, annual output of softwood and hardwood plywood has dwindled to a rate of roughly two and a half billion square feet. For housing, only the softwood type—about half of the total production—is usable. Hardwood plywood is twice as costly as softwood, requires special production presses, and is used primarily for industrial products. Only a small amount—usually in the form of doors, millwork (mouldings, window frames), and exterior sheathing—goes for houses.

"Softwood-plywood production alone, therefore, must fulfil the Wyatt program for prefabricated housing construction. (So far, none of the material has been reserved for use in the manufacture of boats, refrigerator cars, machine shop patterns, automobile components, etc.—uses that could absorb the whole year's output of softwood plywood.) Moreover, no significant increase in softwood-plywood production can be expected unless the government should relax its conservation restrictions on the rate at which peeler logs (especially Douglas fir) may be cut, or authorize logging on government land. The housing planners see only one other possibility for increasing the supply of plywood for housing—namely, to persuade manufacturers of hardwood grades, perhaps by subsidy, to price their product competitively with softwood grades.

Lumber Production Half Peak Figure

"Lumber production is critically short. At the current rate, only 17·5 billion board feet will be turned out in 1946—50 per cent below the high level established in 1942. Moreover, only about half this amount will be produced in a form usable for housing construction; the balance will be cut into railroad ties, crates, boxes, and hundreds of other products. Thus, to meet the total 1946 demand for 20·6 billion board feet of lumber for new housing, emergency maintenance and repair of old houses, industrial and other construction, there may be a supply of only eight to nine billion board feet. The prime cause of the low rate of lumber production in the east and south is the dissatisfaction of mill operators with OPA price ceilings. On this account, many sawmills, including nearly 40 per cent of the production capacity of the southern pine region, have closed down. The industry complains that OPA, by refusing price increases on housing lumber, encourages mill operators to export lumber, to let the railroads have it (at \$10 more per thousand feet than builders would pay), or simply not to produce it at all. On this side, OPA points to the 66 $\frac{2}{3}$ per cent rise in lumber prices since 1939, and refuses a general increase.

Decline In West Due To Manpower Shortage

"The decline in western lumber output, on the other hand, is attributable to the manpower shortage, labour troubles, and wage-price difficulties. Western lumberjacks who flocked to coastal industries at the start of the war are slow in going back into the woods. Since "V-J" day, the highly organized workers of the industry's western regions have tied up production with a series of strikes for higher wages. The coastal strike, which was settled by a 15-cent hourly pay rise, led to an immediate demand by mill operators for a boost in prices. OPA responded with price increases on logs and shingles, but none on finished lumber for housing. Accordingly, the industry has failed to boost the output of the housing grades. The job confronting the housing planners is therefore dual: to increase production quickly and to persuade sawmill operators to cut a much greater percentage of their logs into lumber for houses.

Only One-third Brickyards Reopened

"Bricks are critically short. At the current rate of production, supplies this year will fall short of requirements by more than one-third. Yet there is no lack of U.S. brickkiln capacity. In 1941, for example, nearly enough bricks were produced to equal all of this year's needs. During the war years, however, nearly 40 per cent of United States brickyards closed for lack of manpower. Since the end of the war, only a third of the shut yards have reopened, for the industry's wage scale is among the lowest in the building materials field. Last September, OPA, in hope of persuading brickmakers to raise wages, authorized a 10 per cent increase in brick prices, which had remained stationary during the war. Since then, employment and production have increased roughly a quarter. It is doubtful, however, whether any but the largest brickyards raised wages much. Most of the industry seems to fear that higher wages will set an embarrassing precedent for future, slacker times. (Indeed, brickmakers are not even especially eager for a further price increase, fearing that it might inspire the use of substitutes.) As a result, the industry's unattractive wage scale remains the principal cause of its manpower shortage—estimated at 20,000 workers—and of its depressed production.

Cast-iron Soil Pipe Critically Short

"Cast-iron soil pipe is critically short. The factors limiting radiator output apply here: lack of labour, price differentials, and, ultimately, pig-iron scarcity. The shortage of soil pipe, however, unlike that of radiators, affects every new house in the program. Though crucially important, the soil pipe industry is not large. Only fifty-two foundries in the United States are equipped to make the product—most of them in the Birmingham, Alabama, area—and eleven have suspended production for lack of manpower. Three price boosts in the last half of 1945 resulted in an increase of approximately 10 per cent in wage rates and a gain of 25 per cent in employment, but manpower is still a pressing problem. This is especially true in the south, where Negroes are not accepted for the industry's skilled jobs or training programs.

"The price rises lifted production from last summer's doldrums, but multiline foundry operators find that soil pipe is still unprofitable compared with other types of castings; hence they tend to use their meagre supplies of pig iron for the higher-priced items. As a result, the current rate of soil pipe production is down 55 per cent from the level of 1941 and will meet only about half the requirements for this year. Several substitute materials have been suggested: welded steel pipe, aluminum pipe, galvanized sheet steel, and the use of clay pipe outside houses.

Gypsum Board and Lath Supplies Low

"Gypsum board and lath are critically short. The main reason for the shortage is inadequate productive capacity. Even in its best year (1941), the gypsum industry produced only 2·8 billion square feet of board and lath—barely two-thirds of 1946 requirements. Present production, a quarter below that of 1941, is not even enough to cover 1946 housing requirements. Moreover, the industry has been plagued by a scarcity of paper liner needed for the production of gypsum lath. Producers of liner complained that, because the gypsum industry drove such a hard bargain, it was unprofitable to increase liner production at the expense of other paper products. Last November, OPA, in an effort to increase the output of gypsum lath, granted inland producers a price increase of \$3 per thousand feet. To relieve the shortage of gypsum products, the use of several substitute (although costlier) materials is being considered. In 1946, the industry is expected to produce roughly 2·7 billion square feet of celotex, masonite, homasote, and other types of wallboard, half of which normally goes for construction. If the remainder were added to the year's supply of gypsum board and lath, there would be sufficient wallboard to cover all 1946 construction requirements.

Cast Iron Radiation Requirements Heavy

"Cast-iron radiation is critically short. At current rates, radiator supplies in 1946 will be less than a quarter of housing requirements, despite the fact that only one-fifth of the new houses will be heated by radiation. (Most will have warm-air systems.) The immediate problem is price. During the war, the prices of many types of castings rose above radiator prices. As a result, foundry operators now say they can make radiators only at a loss—until production increases substantially. Here, the housing planners must decide whether to recommend production incentives in the form of subsidies or price increases. Another—and in some instances the major—hindrance to cast-iron radiation production is labour shortage. Foundry work is notoriously dirty, dangerous, and ill-paid. Widespread wage increases will probably be necessary to stimulate employment. The long-term problem

in increasing production, however, is the pig-iron shortage, which developed when high-cost plants shut down at the end of the war and which has been aggravated by the steel strike. Plans are under way to reopen two pig furnaces at the Geneva steel plant. Freight rates must first be adjusted to relieve western pig of prohibitive shipping costs. The housing planners are also seeking some form of persuasion—perhaps subsidy payments—to lure other high-cost producers back into business.

Severe Shortage of Bathtubs

“Bathtubs are critically short. In a normal year, approximately one million tubs are produced in the United States and industry capacity is half again as many. At the current rate of production, however, only a third of the total number of the tubs needed in 1946 will be made. This is due in large part to the shortage of pig iron, from which most tubs are cast. (Some are made of earthenware.) Last year, several plumbing equipment manufacturers began to use sheet steel, only to be thwarted by the steel strike. As a result, showers, which require relatively small amounts of short materials, may be installed in a number of the new houses in lieu of bathtubs.

Steel Needed For Heating Systems

“Warm-air heating equipment is seriously short because of the scarcity of sheet and strip steel for furnaces and warm-air ducts. To equip the new houses scheduled to be built this year—perhaps 80 per cent of which will have warm-air heating systems—production must be increased 20 per cent above its current annual rate of 500,000 units. This will be tough. Steel sheet and strip are likely to continue to be the scarcest of all steel shapes because of the strike and the competing demands of the automotive and other consumer-goods industries. If the production goal cannot be reached, substitute heating systems, such as electrical radiation, will have to be used.

Production of Concrete Blocks Poor

“Concrete blocks are seriously short—how seriously is hard to determine because of the incomplete statistics of the industry. Most authorities agree that the current production of blocks—needed for the foundations of prefabricated houses, among other things—is not only insufficient to fulfil the housing program in 1946, but is less than half of the total requirements for the year. The problem, which is inadequate basic capacity, contains another problem: the shortage of machinery to manufacture concrete blocks. Until plenty of equipment is made available through priorities, the production of the blocks will remain at low ebb.

Quarter-ton of Tile Per House

“Structural clay tile is seriously short. Normally, the current production rate would be more than adequate to meet demand, since only a quarter-ton of tile goes into the average house. But the scarcity of brick has brought clay tile into hot demand as a substitute general-purpose material—chiefly in ‘backing up’ brick exteriors; therefore tile supplies may be roughly a third short of total 1946 requirements. Moreover, tile production, carried on principally in brickyards, has slipped nearly a quarter since 1941. This has happened for much the same reason that brick output has declined: lack of manpower as a result of low wages.

Clay Sewer Pipe Production Poor

"Clay sewer pipe, like brick and clay tile, is short because of low manpower. Capacity is ample: in 1942, pipe production was greater than the total of this year's needs. Output for 1946, on the other hand, is due to fall fully a third short of total requirements at current production rates. Only a fraction of the pipe produced will be necessary for new houses. Most of it will go for additional sewer systems that must be built to accompany new housing developments. To boost production back to the 1942 level, an estimated 5,000 additional workers are needed. Until wages are increased to compensate for primitive working conditions, recovery will be slow.

Asphalt Roofing In Short Supply

"Asphalt roofing is short despite the fact that current production is near the capacity of the industry. Full capacity could be reached only if short supplies of dry felts, needed in the manufacture of asphalt roofing, were greatly increased. Even at capacity, however, production would still fall below 1946 demand. This is due not to the requirements of the new houses, but to the urgent need of roofing materials for restoring old houses to habitability. Though asphalt roofing normally accounts for about three-quarters of all roofing in use, various alternatives have been suggested. These include wood shingles, slate, and even metal squares."

Subsidy Payments Proposed In Program

Several expedients are proposed in the program of Wilson W. Wyatt, appointed Housing Expediter last January by President Truman, to close the gap. These include subsidy payments on all output exceeding that of a given base period, increases of prices and wages that are below the general level, development of substitute building materials, rapid tax amortization for plants newly built or converted to produce materials, and a system of production machinery priorities to raise efficiency and output.

Production of Materials Doubled

To-day, eight months after Mr. Wyatt's arrival in Washington, reports indicate that the steps taken to increase production have already become effective. The Veterans' Housing program is just hitting its stride. The production of materials in short supply at the beginning of the year has risen to almost twice the size of the pre-programming period. According to the July report issued from the Office of the Housing Expediter:

"Nearly half a million dwelling units were started in the first six months of 1946, putting the Veterans' Emergency Housing Program more than two-fifths of the way toward its goal of 1,200,000 starts by the end of the year.

"During the same period, 225,000 units were completed, with the number of completions showing a steady increase in each successive month. The number of units completed in June was approximately 75 per cent greater than in January.

"The total number of starts at the end of the first six months stood at 496,000, including 92,500 units started in June. Since the first six months were expected to be the toughest part of the emergency program, the starts record indicates strong likelihood that the goal of 1,200,000 homes and apartments to be begun this year will be reached."

Rough Diamonds Bought By Palestine

Substantial quantities of rough diamonds have been secured by diamond interests in Palestine, according to the July issue of Barclays Bank Review, thereby relieving local manufacturers of their anxiety in this connection.

Protection Being Provided by China for Foreign Traders

Administration Court to function to letter of Code of Civil Procedure—End of extra-territoriality removes freedom of operation by foreign companies—Chinese industry expected to displace that of Japan as source of supply in the Orient—Rich resources in Manchuria.

By G. S. Hall, Asia Section, Foreign Trade Service

(Ed.—This is the third in a series of articles on China and Manchuria. The author has spent fourteen years in China, of which twelve were in the service of the Chinese Maritime Customs.)

China's foreign trade will develop under new and unusual conditions, the most important of which is the abandonment of extra-territoriality. The fact that China has developed a national and progressive outlook, producing a measure of unity of purpose and creating new aspirations, will contribute materially to her commercial relations with other countries. The extent to which the abolition of extra-territoriality will affect trade is a matter of conjecture, though it would appear that, with the exception of some instances such as possibly foreign insurance, the Chinese Government's Revised Company Law, which was recently promulgated, will not prove as unfavourable a factor as was originally anticipated. However, foreign companies engaged in trade with China will not have the freedom of operation enjoyed by them in the past under the concession of extra-territoriality.

Protection for Traders Provided

The Chinese Government has announced that, insofar as possible, it will remove any provisions that might fail to furnish foreign capital with the secure protection of the law that it has the right to expect. The implementation of this principle will require execution by the revised judicial organization of the highest standards of integrity. The Administration Court will be forced to function to the letter of the Code of Civil Procedure, in order that this protection may be provided. With this accomplished, thereafter the loss of consular jurisdiction by foreign business interests in China should not affect materially their activities.

It should be recognized that trade with China can only be resumed gradually, and that it will increase only as economic and physical obstructions are removed. Such basic problems as currency stabilization still confront China, and effective measures in this direction are essential to the recovery of that country. Designation of the present regulations as "temporary" suggests that further changes will be made also in trade legislation, and that the more permanent framework for postwar trade is yet to be established.

Resources Relatively Undeveloped

China's natural resources have remained relatively undeveloped. It is probable that new sources of exportable raw materials will meet changing needs, should foreign manufactured substitutes threaten the demand for such former exports. Since most Chinese export products are of an agricultural character, an improved water control system, a material increase in cheap transportation facilities to the interior and a few good

crop years will greatly augment the supply of exportable products. The commodities available for export from China and her recently released territories are not likely to be displaced to any extent in foreign markets by synthetic substitutes.

China is, and for some considerable time will remain, essentially an agricultural country. Whatever she can sell abroad will therefore, in great part, be derived from the land, and recovery of supply for export and increased production will not be held back awaiting industrial development. Disregarding the decrease in available exports, due to the ravages of war and monetary instability, these exports should eventually surpass by a considerable extent the average shipments between 1935 and 1937.

The material elimination or great reduction of Japan as an industrial power in the Far East may present China with an opportunity to market her goods in Southeast Asia, the Indies and the Middle East, for China has low labour costs and a demonstrated ability to make certain goods required by Asia's teeming millions.

Manchuria Has Rich Resources

Manchuria (Manchuko) must be included, when reviewing future trends of the China trade. Manchuria covers an area of 503,000 square miles, and has a population of over 38,000,000. It is a land rich in mineral deposits, forests and agricultural produce. Its coal reserves are estimated at 11,437 million tons, its iron ore reserves at 1,514 million tons and its oil shale deposits at 7,628 million tons. It produces 60 per cent of the world's output of soybeans, ranging up to 5,300,000 tons. It produces great quantities of agricultural staples, including livestock.

The Japanese developed Manchuria as a source of foodstuffs, strategic minerals, chemicals and timber. In fact, it became a reservoir for their industrial potential and military requirements of manpower and materials. Large sums were expended in the exploitation of the mineral resources of Manchuria, and a program of industrialization was carried out. Many thousands of Japanese and Koreans entered the country to develop the program, and industries were geared to the production of goods for the Japanese war economy. The large volume of Manchuria's foreign trade during the years of her occupation was artificially created by the Japanese, and in regard to imports, bore little relation to the purchasing power of the Chinese population. It was illusory and would not indicate possible post-war trends.

Industries in Manchuria Disintegrated

With the removal of Japanese control, Manchuria's industries have disintegrated, and it may be necessary for China to readapt the remaining machinery for purposes other than those for which it was originally designed. The end of domination by the Japanese in economic, financial and industrial affairs, and the withdrawal of personnel engaged in the management and supervision of plants, will introduce a marked downward trend in the production of materials available for domestic consumption and for export. With Japanese severance, the ready source of capital supply has also dried up.

Though in the past more highly industrialized than China, Manchuria may be considered similar in most respects to the parent nation. It is probable that Manchuria will contribute materially to the rehabilitation of China, for the resources of Manchuria can be utilized by China as a whole. After the preliminary drive towards recovery, the northern territories will themselves need considerable foreign capital and produce from other countries. A long-term demand will develop.

**MAP SHOWING
CHIEF PORTS
OF
CHINA**

The map illustrates the geographical distribution of major ports and cities across China. Key features include:

- Neighboring Regions:** Mongolia to the west, Manchuria to the north, and Japan to the east.
- Rivers and Seas:** The Amur River, Yellow Sea, East China Sea, and Japan Sea are labeled.
- Major Ports and Cities:** Peking, Tientsin, Shanghai, Hankow, Canton, and Hongkong are prominent.
- Other Notable Locations:** Lanchow, Nanking, and various regional centers like Chongchun and Fushun.

Prepared by
National Development Bureau
Dept. of the Interior
Ottawa, Canada

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Canada Supplies United Kingdom With Wealth of Foodstuffs

Imports of wheat and flour, amounting to 40,610,052 cwts. in first six months of 1946, represent 87 per cent of grain and flour purchases from all sources—Britain bought 1,473,138 cwts. of Canadian bacon and 22,885,000 dozen shell eggs—Canada ranks next to Argentina as source of frozen beef.

By H. L. E. Priestman, Commercial Secretary for Canada

(Ed.—This is the first of three articles prepared for the *Commercial Intelligence Journal* on Canada's trade with the United Kingdom during the first six months of the current calendar year.)

London, September 14, 1946.—Great Britain imported 40,610,052 cwts. of wheat and flour from Canada during the first six months of the current calendar year, as compared with 16,241,572 cwts. during the corresponding period of 1938. Wheat imports increased from 14,415,264 cwts. to 34,126,922 cwts., and imports of flour rose from 1,826,308 cwts. to 6,483,130 cwts. Grain and flour purchases by the United Kingdom from all sources during the first-half of 1946 totalled 46,768,896 cwts., as against 100,077,325 cwts. in the same period of 1938. These figures reveal that 87 per cent of Britain's foreign requirements of grain and flour were filled by wheat and flour from Canadian granaries.

Britain Buys Canadian Beef and Bacon

Although total imports of meats declined from 15,481,571 cwts. in the first-half of 1938 to 13,891,088 cwts. in the corresponding period of 1946, shipments of Canadian bacon increased materially from 637,650 cwts. to 1,473,138 cwts. The latter figure represents a drop of 909,598 cwts. from last year, when Canada was furnishing additional quantities of bacon for her own forces and the armed services of other United Nations then in Europe. Canada also figures among the principal sources of supply for frozen beef, ranking next to Argentina, with shipments during the first six months of this year amounting to 871,086 cwts. Imports from the Dominion were negligible in 1938.

Shell Egg Purchases 22,885,000 Dozen

Imports of shell eggs from Canada, totalling 22,885,000 dozen, exceeded those from any other country, but shipments of Canadian dried eggs showed a sharp reduction from 115,420 cwts. in the first-half of 1945 to 28,571 cwts. in the corresponding period this year. Purchases of this commodity from Argentina and the United States increased.

New Zealand dominates the cheese market in Great Britain, imports from Canada, amounting to 218,633 cwts., representing a decline of seven per cent from the 1945 figure and one of 35 per cent from the 1938 total.

Imports of Canadian Apples Decrease

Purchases of fresh fruit and vegetables during the first-half of the current calendar year were less than one-third those for the corresponding period of 1938, this condition being attributed to the austerity diet intro-

duced to the British housewife. Deliveries totalled only 6,716,152 cwts. between January and June, compared with 21,158,771 cwts. in the same six months of 1938. The market for Canadian apples has suffered, no more than 162,725 cwts. having been imported this year, as against 1,503,294 cwts. during the first half of the prewar year under review.

Sole Source of Canned Tomatoes

Canadian canned tomatoes again appeared on the shelves of British grocery stores after a long absence, imports of 110,597 cwts. accounting for practically the entire foreign purchases. Imports were higher in 1938, however, amounting to 463,420 cwts., of which 88,018 cwts. were furnished by Canada and 308,828 by Italy.

Over Half Canned Salmon from Canada

Fifty-two per cent of the canned salmon imported into the United Kingdom came from Canada during the first six months of this year. Of the total of 695,098 cwts., Canada was credited with 363,207 cwts., the balance being procured from the United States. Imports in 1938 were on a smaller scale, the Soviet Union and Japan together supplying the British consumer with 348,370 cwts. of canned salmon in that year.

Total Tobacco Purchases Higher

Tobacco shortages during the period of hostilities are reflected in the material increase in imports during the first half of this year. Purchases from abroad amounted to 190,761,082 pounds, an increase of nearly 60,-000,000 pounds over the 1938 figure. Receipts of unmanufactured stripped tobacco from Canada dropped from 293,830 pounds in 1938 to 154,153 pounds this year, though it should be noted that there was a decline in total imports from 39,951,874 pounds in 1938 to 25,810,439 pounds in the first half of this year. Imports of unmanufactured unstripped leaf tobacco from Canada, amounting to 7,639,166 pounds, were practically the same as in the corresponding period of the prewar year, but 4,000,000 pounds lower than for 1945.

Total Imports of Food, Drink and Tobacco

	Jan-June 1938	Jan-June 1945	Jan-June 1946
Grain and flour	£ 37,209,169	£ 36,772,755	£ 46,014,079
Feedstuffs for animals	5,709,625	1,601,265	522,965
Animals, living, for food ..	4,610,209	4,614,526	4,585,959
Meat	45,339,930	62,806,866	70,596,518
Dairy produce	49,006,988	43,294,727	56,254,050
Fresh fruit and vegetables	18,828,778	9,897,610	13,130,179
Beverages and cocoa prep.	23,256,286	24,578,104	26,251,934
Other food	28,455,047	42,752,210	52,893,748
Tobacco	11,642,317	32,166,853	30,436,239
Total	£215,058,349	£258,484,916	£300,685,671

Wine Stocks In Algeria Released

The provision of wine for consumers in France and the necessity for clearing farm cellars for the coming season is responsible for the release of the remaining 25 per cent of 1945 wine stocks in Algeria, according to the July issue of Barclays Bank Review. This release was coupled with the condition that growers should accept all offers of purchase by the merchants, that merchants should accept all offers of sale by the growers, and that all wine purchased should be removed at once from farm cellars.

Visits to Germany Facilitated By Foreign Trade Service

Limited to individuals with substantial interests in German firms—Accommodation, transport, rations and medical attention will be made available.

By European Section, Foreign Trade Service

Facilities for the visit to Germany of Canadians with property or plants in that country can be made available through the Foreign Trade Service, Department of Trade and Commerce. Transportation difficulties and the shortage of accommodation restrict the number of visitors to the British Zone to a maximum of thirty at one time, five of whom may be Canadians. Arrangements cannot be effected in less than six weeks after applications have been received by the Foreign Trade Service.

Priority will be provided for those visitors whose presence in the British Zone can be of service to the Control Commission in the more efficient operation of plants presently in existence. If requirements of the Military Government, Occupying Forces or of German economy necessitate the presence of experts from other countries, requests for such visits will normally be initiated by the Control Commission for Germany (BE).

Visitors Must Have Substantial Interests

Facilities will be extended to businessmen, wishing to visit Germany in their own interests, only in the event of their having substantial property holdings of their own or their respective companies, or large financial interests in German concerns. Owners or their representatives of property alleged to have been confiscated by the Nazis will not be given permission to enter the British Zone. Reciprocal arrangements are available for businessmen from Great Britain and the British Dominions wishing to enter the United States and French Zones.

Applications To Be Submitted

Applications for permission to visit the British, United States and French Zones in Germany for the reasons outlined in the foregoing paragraphs should be addressed to the Foreign Trade Service, Department of Trade and Commerce, Ottawa, and should contain the following information:

- (a) Full name of prospective visitor.
- (b) Number, date and place of issue of passport.
- (c) Date and place of birth.
- (d) Address of applicant, including telephone number.
- (e) Name and address of the firm represented by applicant.
- (f) Position occupied by applicant in his firm.
- (g) Name and address of the firm or firms in Germany which the applicant wishes to visit.
- (h) The occupation zone in which the firm or firms are located.
- (i) Trading with the Enemy Department registration number of the property that the applicant wishes to visit.
- (j) Extent of the applicant's holding in the property, or that of the firm he represents.
- (k) Reference numbers of any reports on the property, which have been compiled by the Property Control Branch of the Control Commission for Germany.

- (l) Dates between which it will be convenient for the applicant to visit Germany.
- (m) Proposed duration of visit.
- (n) Information concerning the position of the applicant to furnish his own means of transportation in Germany.

Extensive Facilities Available

While in Germany, visiting businessmen may avail themselves of the following facilities:

- (a) Accommodation in "T-Force" hotels and transit messes.
- (b) Rations on the scale applicable to service personnel, less cigarettes, tobacco and matches.
- (c) Gasoline, oil and lubricants for businessmen providing their own automobiles. For those unable to furnish their own transportation, a vehicle and driver will be made available.
- (d) NAAFI (Navy, Army and Air Force Institute) supplies, excepting the imported spirit ration, in "T-Force" hotels and transit messes.
- (e) Medical attention, if necessary.

The cost of services rendered and supplies made available to visiting businessmen will be recovered from them on their return to the United Kingdom. For administrative purposes, it will be necessary for them to report to Headquarters, "T-Force", Bad Oeynhausen, on arrival in Germany and again prior to their departure.

Indian Trade Delegation Secures Information on Industries

Stimulation of commercial relations with Canada stressed at talks with Foreign Trade Service officials in Ottawa—Creation of new industries in India is objective.

Stimulation of trade between Canada and India was stressed by members of the All-India Manufacturers' Association during their visit to Ottawa on Friday, September 20. They were guests of the Foreign Trade Service, Department of Trade and Commerce, at luncheon, during which Sir Mokshagundam Visvesvaraya, K.C.I.E., of Bombay, indicated that assistance was sought from Canada in the development of new industries in his country. "Industrial production in India is low", he said, "and without industries the country is dependent on agriculture. As you are well aware in Canada, it is not possible to have a prosperous country without industries. We are trying to develop a plan for the creation of new industries that will provide additional employment for our people, and feel that information of considerable value to us can be secured in this country, Great Britain and the United States".

Other members of the Indian delegation included: S. G. Shah and S. N. Haji, of Bombay, and Hansraj Dhanda, of Ludhiana, in the Punjab. They were accompanied by M. R. Ahuja, Indian Government Trade Commissioner in Canada.

The delegation was welcomed by M. W. Mackenzie, Deputy Minister, Department of Trade and Commerce, who explained that Canada wished to learn more about India, and expressed a hope that a two-way exchange

of commodities would result from wider familiarity of the two peoples with conditions in their respective countries. He made reference to the fact that Sir Mokshagundam first visited Canada in 1908, and had come here on four subsequent occasions. He has occupied many important positions since retiring from the Bombay Civil Service in 1908, including the chairmanship of the Indian Economic Enquiry Committee, 1925; and the Irrigation Inquiry Committee, 1938. He is also an author, having published "Reconstruction in India" and "Planned Economy of India". Despite the fact that he is now eighty-seven years of age, he hopes to visit Canada again in the future.

Tribute to Dominion Bureau of Statistics

Sir Mokshagundam declared, during the course of his short luncheon address, that he was fairly familiar with the course of Canada's commercial developments during the past quarter century, as he had been a subscriber for this length of time to the *Commercial Intelligence Journal*. He also paid tribute to the Dominion Bureau of Statistics, which had established such an enviable reputation and furnished a wealth of information concerning Canadian agriculture and industry.

Conversations between the Indian delegates and officials of the Foreign Trade Service were continued during the afternoon, when information of a more specific character concerning industry in this country was made available by commodity officers.

Exports from Canada to India during the seven months ended last July had a value of \$35,867,227, of which wheat shipments accounted for \$15,411,910.

Trade and Tariff Regulations

Brazil Permits Delivery of Dividends

Rio de Janeiro, August 28, 1946.—(FTS)—Effective yesterday, restrictions have been temporarily abolished for the transfer abroad of earnings from foreign capital invested in Brazil, subject only to the scrutiny of the Bank of Brazil. A decree law was introduced on February 28, 1946, authorizing the repatriation of twenty per cent per annum of such earnings on the condition that such capital had been invested in Brazil for at least two years.

Peruvian Importers Have Problems

Lima, September 7, 1946.—(FTS)—Peruvian importers are finding it increasingly difficult to obtain import licences and the necessary foreign exchange with which to purchase merchandise for importation into Peru.

Canadian exporters are advised, therefore, not to ship goods to Peru unless their clients there can quote the number of the duly authorized import permit, which authorizes the entry of their products concerned. Assurances have been given by the controlling authorities that foreign exchange will be made available upon the arrival at Peruvian ports of merchandise covered by import licences. But, daily allotments of foreign exchange to the commercial banks are not always sufficient to cover daily transactions. Reasonable caution should be exercised and safeguards taken until such time as the situation is easier.

At this time, the Exchange Control Authority is not permitting commercial banks to sell future exchange. Canadian exporters should only ship on a letter of credit basis, or sight draft to recognized clients.

Woodpulp Ceiling Prices Raised Ten Per Cent in United States

New rates, affecting domestic and imported product alike, designed to maintain adequate supplies of woodpulp for paper mills—Additional cost of 25 millions to mills.

By W. D. Wallace, Assistant Commercial Secretary, Canadian Embassy

Washington, D.C., September 16, 1946.—Ceiling prices for woodpulp, whether produced in the United States or imported, have been increased by ten per cent. These increases, which have been authorized by the Office of Price Administration (OPA), are designed to maintain adequate supplies of woodpulp for paper mills, and can be applied on all imported woodpulp sales from August 8, when adjustable pricing was permitted.

The increases range from \$6 to \$9.50 per ton on standard grades, from \$3.50 to \$4.50 per ton on screenings, and from \$2.50 to \$11 per ton on special grades. The following table shows the new delivered ceiling prices per short "air-dry" ton for standard grades, and the amount of each increase over the April, 1946, price: —

New Maximum Ceiling Prices*

Grade	Ceiling Price	Amount of Increase
Bleached softwood sulphite	\$103.50	\$9.50
Unbleached softwood sulphite	90.00	8.00
Bleached hardwood sulphite	100.50	9.00
Unbleached hardwood sulphite	87.50	8.00
Northern bleached sulphate	103.50	9.50
Southern bleached sulphate	97.00	9.00
Northern semi-bleached sulphate	98.00	9.00
Southern semi-bleached sulphate	91.50	8.50
Northern unbleached sulphate	83.50	7.50
Southern unbleached sulphate	76.50	7.00
Bleached soda ash	93.50	9.50
Unbleached soda pulp	88.00	8.00
Groundwood pulp	64.00	6.00
Ground pulp, paper machine dried	67.00	6.00
Sulphite screenings	50.00	4.50
Sulphate screenings	44.00	4.00
Groundwood screenings	37.50	3.50
Northern unbleached sulphate sideruns	83.50	7.50
Southern unbleached sulphate sideruns	76.50	7.00
Standard newsprint sideruns	54.00	6.00

* Price includes the basic maximum transportation allowances.

Cost Increase to Consuming Mills \$25 Millions

Increases in the above-mentioned ceiling prices will raise the costs for raw materials to consuming mills by an estimated \$25 millions per year. However, they will assist domestic producers who have incurred additional production costs since the last increase, granted in April, 1946, and will help them to maintain and expand their production. By reducing the allowances for inland transportation, to be absorbed by the sellers of imported woodpulp other than from Canada, it is hoped to encourage Scandinavian exporters to increase their shipments to the United States. The increase in prices will mean, also, a reduction in the total amount of government subsidies to be paid on woodpulp produced in the United States.

Transportation Allowances Reduced

The delivered-price basing system is continued for all sellers of wood-pulp, both foreign and domestic. But maximum allowances for transportation, payable by sellers of woodpulp imported from countries other than Canada, have been reduced by \$2 per short air-dry ton. The following table shows the revised transportation allowances from areas of foreign woodpulp production:

Revised Transportation Allowances			
Foreign production areas	Below 50 % air-dry wt.	50 % to 80 % air-dry wt. (per ton)	Above 50 % air-dry wt.
Canada, east of the Continental Divide	\$12.50	\$10.50	\$ 7.50
Canada, west of the Continental Divide (applying only to woodpulp sold east of the Continental Divide)	15.50	14.50	12.50
Canada, west of the Continental Divide (applying only to woodpulp sold west of the Continental Divide)	9.50	8.50	6.50
Other foreign areas (applying only to North American inland freight) .....	....	4.00	2.00

Dehydrated Vegetables, Frigates and Sextants Are Declared Surplus

Dried beets, carrots, onions, potatoes and turnips offered for twenty cents a pound, nautical instruments for \$75 each and men o' war for between \$90,000 and \$140,000.

Former frigates of the Royal Canadian Navy may be purchased for \$90,000, though several are being offered for sale at \$140,000 by the War Assets Corporation. These men o' war, which were designed to carry a crew of twelve officers and 166 other ranks, have a length of 301 feet 6 inches, beam of 36 feet 7 inches and a displacement of 1,445 tons. Their maximum speed is 20 knots, while the fuel capacity is 646 tons and their endurance 7,200 miles at 12 knots or 4,500 miles at full speed. They are powered by twin-screw, triple-expansion, four-cylinder reciprocating engines, having a horsepower of 5,500.

One Thousand Sextants for Sale

One thousand sextants, used by the Royal Canadian Air Force to plot the position of land planes and flying boats, are obtainable for \$75 each, including a carrying case. Of English manufacture, these nautical instruments are the bubble type Mark IX, and are located at Lakeburn, N.S.

Over 90,000 Pounds of Vegetables Offered

Over 90,000 pounds of dehydrated vegetables, consisting mostly of dried potatoes, onions and carrots, with some beets and turnips; are being offered for sale, with delivery made in Newfoundland. The vegetables are in tin containers of various sizes, packaged in cardboard or wooden cases. These are in good condition and suitable for shipment abroad. While War Assets Corporation is asking twenty cents a pound for the vegetables, consideration will be given to lower bids.

Enquiries concerning these items should be addressed to the Export Sales Division, War Assets Corporation, No. 4 Temporary Building, Ottawa. All prices quoted are on an "as is, where is" basis, and offers are subject to prior sale or withdrawal.

Additional Token Imports From Canada Authorized by Britain

Supplementary list of thirty-four commodities brings total to seventy-two—Shipments restricted to manufacturers having a prewar pattern of trade in the United Kingdom—Concession made to facilitate re-establishment of commercial relations on former basis.

By Export Division, Foreign Trade Service

Thirty-four additional commodities, formerly excluded from the British market, have been added to the list of products that may be exported to the United Kingdom under the "token shipment" policy introduced last April. This concession has been granted in an effort to provide for the re-establishment of commercial relations between Canada and Great Britain. Such "token" imports are restricted, however, to manufacturers having a prewar trade pattern in the United Kingdom, and are limited to twenty per cent of the value of the manufacturer's exports of each commodity during the base years, 1936-1938.

Concession Restricted to Prewar Exporters

Any Canadian exporter, who had established a market in Great Britain before the war for any of the undernoted commodities, may now count on securing a British import licence through his representatives or agents in that country. As the present plan is based on an annual quota, shipments permitted during the balance of this year will be less than for the full twelve months. The British Board of Trade has agreed to a reduction of only one-third from the annual quota for the new items being admitted. Exports up to 13.33 per cent of the value of prewar shipments may be made during the next three months.

Export Division Will Facilitate Procedure

To facilitate the issue of import licences by the British Board of Trade, the Department of Trade and Commerce has agreed to the following procedure:

- (a) Interested manufacturers should advise the Export Division, Department of Trade and Commerce, Ottawa, of the quantity and value of each commodity eligible for token shipment and exported to the United Kingdom in the three calendar years 1936, 1937 and 1938. This advice should be submitted on forms prepared for the purpose.
- (b) The Export Division will confirm to the manufacturers and advise the British Board of Trade the amount of the quotas.
- (c) Having completed a sale, the exporter should apply to the Export Division, Department of Trade and Commerce, for a certificate, known as a Token Shipment Voucher, on the form supplied to the manufacturer, along with the notification of quota.
- (d) The Canadian exporter should forward to the United Kingdom importer the certified Token Shipment Voucher, which must be attached to the latter's import licence application, in order to ensure the speedy issue of an import licence. This import licence application should agree with the certificate as to value. Token Shipment Vouchers will be issued to suit the convenience of the exporter and his customer, as long as the total value is within the established quota.

- (e) Export agents or other intermediaries may apply for either a quota or a Token Shipment Voucher with the written approval of the Canadian manufacturer concerned.
- (f) It is not necessary to sell through prewar sales channels.

Additional Commodities Admitted

Rolled or flaked oats.
 Canned soups.
 Canned macaroni and spaghetti.
 Canned pork and beans.
 Whiskey.
 Table glassware, similar to types currently manufactured in the United Kingdom.
 Axes.
 Forks for garden and farm use.
 Hoes for garden and farm use.
 Rakes for garden and farm use.
 Cultivators for garden and farm use.
 Aluminum cooking utensils.
 Nails of all kinds.
 Staples of all kinds.
 Bolts of all kinds.
 Nuts of all kinds.
 Rivets of iron and steel.
 Photographic plates.
 Photographic paper and cloth, unexposed.
 Photographic coated paper.
 Wooden picture and mirror frames.
 Wooden moulding for picture and mirror frames.
 Embroidery and embroidered articles, other than apparel.
 Artificial silk woven fabric not exceeding twelve-inch width.
 Athletic supporters.
 Paper dress patterns.
 Wall paper.
 Rubber bathing caps.
 Rubber hot water bottles.
 Rubber bands and erasers.
 Wooden spring blind or shade rollers.
 Steel buttons and fasteners for overalls, etc.
 Sporting cartridges, primed empty.
 Powder for sporting cartridges.

Nine Items Subject to British Price Control

Nine of the commodities mentioned above are still subject to British price control or other restrictions applicable to similar goods manufactured in the United Kingdom. These are: rolled or flaked oats, canned soups, canned macaroni and spaghetti, canned pork and beans, whiskey, table glassware similar to types currently manufactured in the United Kingdom, embroidery and embroidered articles other than apparel, rubber hot water bottles and rubber erasers.

Commodities on Original List

- †*1. Jelly powder.
- 2. Papermakers' felts.
- 3. Ladies' felt hats.
- †4. Artificial silk clothing.
- †*5. Printed artificial silk woven fabric of a width exceeding 12 inches.
- 6. Synthetic rubber belting other than conveyer belting.

†7. Waterproof rubber footwear of the following types: Men's short boots cleated, men's storm king cleated, women's short boots cleated, women's short boots varnished, misses' short boots varnished.

8. Rubber heels and soles.

9. Surgeons' rubber gloves.

10. Carbon electrodes.

†11. Dry batteries (torch).

12. Dry batteries (high tension).

13. Porcelain insulators, industrial.

14. Spark plugs.

15. Vacuum cleaners and parts.

16. Brushes.

17. Buttons, plastic.

18. Films for photographers' use.

19. Furniture of metal (other than domestic furniture).

20. Locks and padlocks, key and key blanks.

21. Mechanical valves.

22. Paints and varnishes.

†23. Slide (zip) fasteners.

24. Anti-skid chains.

25. Beehives and frames.

26. Cooking and heating appliances.

*27. Cutlery (types as currently manufactured in the United Kingdom).

28. Domestic woodware (clothes pegs, etc.).

29. Ice skates, roller skates, ice hockey equipment and other sports (e.g., tennis, badminton, golf, squash, etc.) equipment.

30. Imitation jewellery.

†31. Lawnmowers.

†32. Lighter flints.

33. Oil lamps and lanterns for illumination.

†*34. Pens, fountain, and parts.

35. Pencils, propelling, and parts.

36. Toilet preparations: Tooth paste and powder, lipstick and rouge, face powder, petroleum jelly preparations, hair tonic and brilliantine, other cosmetics.

37. Toilet requisites.

38. Toys and dolls (not hemp or rubber).

*Subject to production specifications. †Subject to price control.

Details may be obtained from the Export Division, Department of Trade and Commerce, Ottawa.

Requests for the inclusion of goods in the supplementary lists of commodities eligible for token shipment procedure will be considered by the Board of Trade only if submitted through the Export Division, Department of Trade and Commerce, Ottawa. The submission should include 1936 to 1938 exports on the form described in (a) of paragraph three above. These data should be on sheets separate from those provided with respect to goods already eligible for token shipment.

Button Exports From Eritrea Rise

Shipments of mother-of-pearl shells from Eritrea to the United States have left stocks low, according to the July issue of Barclays Bank Review. Exports of mother-of-pearl buttons and button blanks, manufactured locally, are on the increase. Beer exports continue to form an important percentage of the external trade of Eritrea.

Australia Issues Amendments to Import Licensing Regulations

Many items previously on prohibited import list now under administrative control of Import Licensing Branch, Department of Trade and Customs.

By C. M. Croft, Commercial Counsellor for Canada

Sydney, N.S.W., August 31, 1946.—Amendments to the Australian Customs (Import Licensing) Regulations, effective on July 1, 1946, have been announced by the Australian Department of Trade and Customs. Most of these amendments place under the administrative control of its Import Licensing Branch goods of non-sterling origin, which were previously on the prohibited import list. These items include: canned salmon, sardines and herrings, sparklets for aerated waters, ground spices, paraffin wax, braids and pipings, tinsel cloth, belting and thread, ethyl butrate, badges and emblems of metal other than gold or silver, trochus, pearl and animal shell buttons, ribbons and galoons, articles of furnishing drapery and napery, wire rod in coils, gold leaf, barbed wire, wire netting and wire for use in the manufacture of barbed wire, hand-worked seed drills, lawn mowers of all kinds, plough bottoms, carbon brushes, certain types of screws, petrol, spirit and gas smoothing irons, electrotypes and stereotypes—blocks, and other accessories for the printing trade; lithopone, including cadmium and titanated lithopone, whiting and paris white, enamel paints, base coat for use in finishing leather, synthetic resins and preparations used in the manufacture of paints, enamels and varnishes, bricks, wall and floor tiles, chinaware, porcelainware and porous insulating blocks, empty bottles, articles of cut glass and glassware, dextrine, cements and prepared adhesives, including acetylated starch, mucilage, liquid glue and belting compounds, marble, carbide of calcium, sulphur, pyrites, bicarbonate of soda, soda silicate, carbonate of soda, caustic soda, tartaric acid, arsenic acid, arsenic pentoxide and arsenic trioxide, all essential oils, perfumery and toilet preparations, spring rollers for blinds, toilet combs, scale agates, cultured pearls unset, imitation, reconstructed and synthetic precious stones and pearls unset, gramophone records over six inches in diameter, home kinematographs and replacement parts, spectacle cases, rubber gloves and certain other rubber manufactures, pencils other than those with lead encased in wood, certain musical instruments, egg trays or flats of papier-mache, certain brushware, cameras other than for commercial use, magic and optical lanterns and lantern slides, superphosphates, golf club shafts, metal or wood, in the rough, pliofilm, kapok fibre, moulders' chaplets and studs.

Beverages Under Administrative Control

Goods which were previously prohibited entry from all sources and now under administrative control from both sterling and non-sterling areas include: brandy, gin, bitters, liqueurs, perfumed spirits, sparkling and still wines, coffee, cocoa beans, cocoa butter, sago and tapicoa packed for household use, patent and enamelled leather, glazed or mat kid and substitute, calf and gloving leather, rubber tires and tubes.

Goods from non-sterling countries previously on a quota basis but now under administrative control include: piece goods for the manufacture of neckties, dried herbs, certain types of galoons and ribbons, straw and grass hat braids, hat hoods other than of felt, milling silk, greases, medicinal

paraffin oil, process engravers' screens, laboratory glassware, synthetic perfumes, fish hooks and smoking pipes. Also undressed fur skins, but imports will be permitted up to 50 per cent of base year imports.

Imports of petroleum and shale products, which were previously under the control of the Department of Supply and Shipping, are now under administrative control from all sources.

Gas Stoves and Ranges May Be Admitted

Other items which were previously prohibited entry, when of non-sterling origin and were placed under administrative control during the month of July, are gas stoves and ranges, cutter blanks for sheep shearing machines, cigarette tubes, paper and papers.

With regard to the placing of canned fish of non-sterling origin under administrative control and allocations of certain quantities of canned fish from various countries for the year ending June 30, 1947, import licences are to be granted quantitatively for the following countries up to the percentages shown opposite each country:

Canada	Canned Salmon	45 per cent
	Canned Herrings	40 per cent
	Canned Pilchards	
	and/or Sardines	85 per cent
Spain and/or Portugal..	Sardines (<i>sardinia pilchardis</i>)	50 per cent
Norway	Brisling	85 per cent

In order that licences will not be issued in excess of the allocations, quotas are to be (if not already) established by base-year importers in respect of individual countries, e.g., salmon import figures for Japan and the United States cannot be included in the base return for Canada.

Reports on German Scientific and Technical Activities Available

Second list of reports on industry and developments in the Reich, obtainable on loan from the National Research Council—Teams of specialists, including Canadians, toured Germany after conclusion of hostilities.

Canadian, British and American teams of specialists have toured Germany since the conclusion of hostilities in an effort to uncover scientific and technical information formerly withheld from other countries. These groups of investigators have visited Germany under the auspices of the Combined Intelligence Objectives Subcommittee (CIOS), the British Intelligence Objectives Subcommittee (BIOS), and the Field Information Agency, Technical (FIAT).

Copies of their reports on German technical developments and controlled industry may be secured on loan from the Liaison Office, National Research Council, Ottawa. The "targets", or subjects under investigation, are so numerous that it would not be practicable to list them in a single issue of the *Commercial Intelligence Journal*. However, as a service to readers who may be interested in obtaining reports that might possibly furnish them with information concerning their own activities, a limited number will be listed each week. The second list appears in this issue.

In order to facilitate the location and provision of these reports, reference numbers should be quoted when application is submitted to the National Research Council for any particular report or document. In view of the limited number of copies available, it has been requested that these should be read and returned to the National Research Council with a minimum of delay. It will be noted that the reports are classified, though this does not necessarily indicate there are no others on the subjects noted. Additional reports are being prepared, and will be listed from time to time as they become available.

Kindly mention the *Commercial Intelligence Journal* in submitting applications for reports, in order that it may be determined whether this service is of material value to readers.

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I.G. Farbenindustrie A.G., Höchst Am Main Wehrmacht Items.....	XXV-18
I.G. Farbenindustrie Wolfen Farbenfabrik Wolfen near Halle. (Organic and inorganic chemicals, dyes, nitrogen products)	XXV-19
Prof. Dr. Alfred Schmid, Konstanz & Holig Homogenholz Werke G.M.B.H., Baiersbronn. (Research on electro chemistry and forest products)	XXV-21

Mineral Production in Mexico Declines

Mexico City, September 2, 1946 (FTS).—Coal production in Mexico during the month of February, 1946, amounted to 75,760,116 kilograms, according to statistics issued by the Direction General of Mines and Petroleum. Other minerals produced during the month, in kilograms, are: Copper, 3,053,270; manganese, 2,849,574; lead, 1,395,592; antimony, 479,424; tin, 21,635; arsenic, 18,673; mercury, 14,086; silver, 8,888; gold, 278; chrome, 101. The total value of this output is estimated at \$24,000,000. With the exception of lead, which showed an increase over the January production figure, these totals represent a material decline from those for the corresponding period last year.

U.K. Exporting Some Fresh Fish

London, September 11, 1946 (FTS)—Fresh fish, with the exception of the following varieties, may be exported from the United Kingdom, the necessary authorization having been granted by the Ministry of Food: Brill, halibut, soles, shell fish, haddock, lemon soles, turbot, hake, plaice and salmon.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.
Brockville—Chamber of Commerce.
Gananoque—Chamber of Commerce.
Guelph—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kentville—Board of Trade.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Montreal—Montreal Board of Trade.
Niagara Falls—Chamber of Commerce.

St. Catharines—Chamber of Commerce.
Saint John—Board of Trade.
Toronto—Can. Manufacturers' Association.
Vancouver—Can. Manufacturers' Association.
Victoria—Dept. of Trade and Industry.
Welland—Board of Trade.
Windsor—Chamber of Commerce.
Winnipeg—Can. Manufacturers' Association.

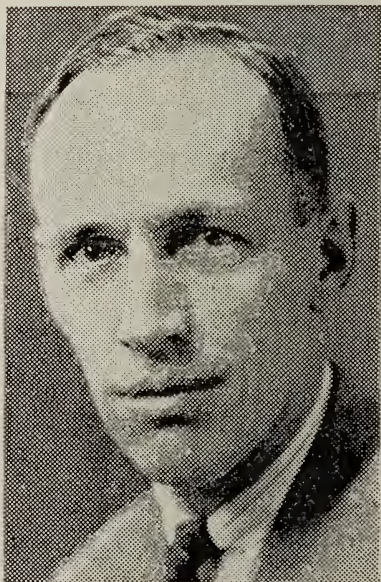
Maurice Bélanger, commercial secretary, Canadian Embassy, Rio de Janeiro, will resume his Canadian tour in Ottawa on September 16.

H. L. Brown, recently returned from Johannesburg, South Africa, where he was trade commissioner, began his Canadian tour in Toronto on July 15. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo. Due to unforeseen circumstances, the tour in Eastern Canada of Mr. Brown has been postponed indefinitely.

J. C. Depocas, formerly trade commissioner at Buenos Aires, where his territory included Uruguay and Paraguay, commenced his Canadian tour in Fredericton, N.B., on September 9. On the conclusion of his tour, Mr. Depocas will open a new office of the Trade Commissioner Service at Sao Paulo, Brazil.

K. F. Noble, formerly trade commissioner at Sydney, where his territory included the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies, commenced his Canadian tour in Ottawa on August 22. On the conclusion of his tour, Mr. Noble will take up the post of trade commissioner at Hong Kong.

Richard Grew, recently trade commissioner at Cairo, commenced his Canadian tour in Victoria on September 20. His territory included the Sudan, Palestine, Cyprus, Iraq, Syria, Iran and Turkey.



Their itineraries are as follows—

Maurice Bélanger

(Commercial Secretary, Canadian Embassy, Rio de Janeiro)

Vancouver—September 28-October 5.

Ottawa—October 13.

Winnipeg—October 8-10.

J. C. Depocas

(Appointed Trade Commissioner at São Paulo)

Montreal—September 23-October 3.

Walkerville—October 24.

St. Hyacinthe—October 4.

Sault Ste. Marie—October 25.

Gananoque—October 8.

Kitchener—October 28.

Toronto—October 9-17.

Guelph—October 29.

Hamilton—October 18-19.

Winnipeg—November 1.

St. Catharines—October 18-19.

Edmonton—November 3.

Niagara Falls—October 18-19.

Vancouver—November 5-14.

Brantford—October 22.

Victoria—November 5-14.

London—October 23.

Richard Grew

(Recently Trade Commissioner at Cairo)

Kelowna—September 30.

Winnipeg—October 3.

K. F. Noble

(Appointed Trade Commissioner at Hong Kong)

Toronto—September 30-October 11.

London—October 18.

Hamilton—October 14-15.

Windsor—October 19-21.

Welland—October 16.

Kitchener—October 23.

Agricultural Specialists from France Study Canadian Plant Problems

*Stimulation of trade anticipated through creation of
confidence in Canadian inspection and certification
methods—Plans made to exchange seeds and plants.*

By T. N. Beaupré, Export Division, Foreign Trade Service

Three agricultural specialists from France have recently completed a rapid but comprehensive tour of Canada, securing information that will undoubtedly influence the flow of produce between their country and this Dominion. Members of the delegation were: Jean Bustarret, Director of the Central Plant Breeding Station, Versailles; P. Limasset, Assistant Director, Central Station of Plant Pathology, Versailles; and L. Alabouvette, Professor of the National School of Agriculture, Montpellier.

During their visits to eight of Canada's nine provinces, they discussed agricultural problems with government officials and producers, particularly those pertaining to plant diseases and insect control. It was recognized that foreign importers can purchase Canadian agricultural commodities with the full knowledge that these have been carefully inspected and certified to be within the requirements of their designated grade. Activities of Canadian plant breeders were also studied, and commendation was forthcoming from the visitors for the remarkable wartime efforts of Canada to produce forage and vegetable seeds of high quality.

Exchange of Seeds and Plants Planned

Mr. Bustarret, who acted as spokesman for his colleagues, expressed appreciation for the assistance rendered by officials of the Departments of Agriculture and Trade and Commerce. Arrangements were effected for an interchange of experimental shipments of seeds and plants. Technical

information and statistical data would also be exchanged between scientists in France and those in this country, which would undoubtedly create mutual confidence and result in the stimulation of trade.

Mention was made of the fact that N. D. MacKenzie, of the Department of Agriculture, had recently returned from France, where he secured orders for substantial quantities of hybrid corn. On the other hand, Canadian nurserymen are anxiously awaiting the day when France will again ship crab apple seedlings, which grow so profusely around the famous French cider presses. Before the war, these were used in the grafting program of nearly every orchardist in Eastern Canada.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

110. **Belgium**—Socomar, S.A., rue de Hollande 24, Brussels, is interested in securing representation for Canadian firms manufacturing electrical appliances, such as fuses, flashlight bulbs, sockets, refractory porcelain for electrical equipment, fluorescent lights and household appliances. File: B-735.

Robert Maskens, manager of this firm, recently visited Canada to establish connections with Canadian producers of electrical equipment, but was forced to curtail his tour and return to Belgium.

111. **Venezuela**—Oscar Linares, Apartado 913, Caracas, has expressed a desire to secure an agency for the following Canadian products: Semi-manufactured iron and steel, chemical products, machinery, paper, wood, construction materials, such as cement, asbestos, manufactured glass, anilines, fertilizers, sanitary supplies and like products. File: 14548.

Farm Machinery Exhibition For Paris

The Nineteenth International Exhibition of Agricultural Machinery (Salon de la Machine Agricole) will be held in Paris from March 4 to 9, 1947, in the Parc des Expositions. In making this announcement, the Commercial Counsellor for France in Canada explained that the exhibition was being organized by the "Union des Exposants de Machines d'Outillage Agricole", under the patronage of the French Minister of Agriculture.

Foreign manufacturers are invited to secure space, applications for which should be submitted to the Comité d'Organisation du Salon de la Machine Agricole, Rue de Châteaudun, 38, Paris. Registration will close on October 1, 1946.

Bumper Crop of Cereals In Algeria

Algeria is expected to produce a bumper crop of cereals, having regard to the reduced acreage sown, amounting to 14,000,000 quintals. This compares with a crop of 4,818,000 quintals last year. It was recently disclosed that 8,000,000 quintals of cereals were imported for food since the 1945 crop was harvested.—Barclays Bank Review.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the company or agent indicated.

Departures from Montreal

*Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques...	October 4-12	<i>Ormos</i>	Elder Dempster
Lourenco Marques...	October 17-25	<i>Cabano</i>	Elder Dempster
Lourenco Marques...	November 2-10	<i>A Ship</i>	Elder Dempster
Lourenco Marques...	November 16-24	<i>Cambray</i>	Elder Dempster
Africa-South—			
Cape Town.....	September 22-28	<i>Empire Magpie</i>	Montreal Shipping
Port Elizabeth.....	October 4-12	<i>Ormos</i>	Elder Dempster
East London.....	October 17-25	<i>Cabano</i>	Elder Dempster
Durban.....	November 2-10	<i>A Ship</i>	Elder Dempster
	November 16-24	<i>Cambray</i>	Elder Dempster
Argentina—			
Buenos Aires.....	September 27-30	<i>Fort Columbia</i>	Furness Withy
Buenos Aires.....	October 5-10	<i>White Swallow</i>	Montreal Shipping
Buenos Aires.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Australia—			
Brisbane.....	September 26-30	<i>Kaipaki</i>	M.A.N.Z. Line
Sydney.....			
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	October 4-6	<i>Prins Willem Van Orange</i>	Shipping Limited
Antwerp.....	October 6-9	<i>Grey County</i>	Canada Steamships
Antwerp.....	October 7-15	<i>Marchport</i>	March Shipping
Antwerp.....	October 10-12	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	October 13-17	<i>Rotenfiel</i>	Brock Shipping
Antwerp.....	October 17-21	<i>Twickenham</i>	Cunard White Star
Antwerp.....	Late October	<i>A Ship</i>	Shipping Limited
Antwerp.....	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited
Antwerp.....	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	November 15-16	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	November 15-19	<i>Beaconsfield</i>	Cunard White Star
Brazil—			
Rio de Janeiro.....	September 27-30	<i>Fort Columbia</i>	Furness Withy
Santos.....	October 5-10	<i>White Swallow</i>	Montreal Shipping
	November 15-20	<i>Brazilian Prince</i>	Furness Withy

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator or Agent
Br. Honduras— Belize.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Ceylon— Colombo.....	September-October	A Ship	McLean Kennedy
China— Shanghai.....	October 2-5	<i>City of Yokohama</i>	McLean Kennedy
Colombia— Barranquilla.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Costa Rica— Port Limon.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Cuba— Havana.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Curaçao.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Egypt— Alexandria..... Port Said.....	October 1-5	<i>Denybryn</i>	McLean Kennedy
Eire.....		A Ship	McLean Kennedy
France— Channel Ports.....		A Ship	Montreal Shipping
Germany— Hamburg.....	October 7-15	<i>Marchport</i>	March Shipping
Guatemala— Puerto Barrios.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Greece— Piræus.....		A Ship	Montreal Shipping
Holland— Rotterdam.....	October 4-6.....	<i>Prins Willem Van Orange</i>	Shipping Limited
Rotterdam.....	October 6-9	<i>Grey County</i>	Canada Steamships
Rotterdam.....	October 7-15	<i>Marchport</i>	March Shipping
Rotterdam.....	October 10-12	<i>Prins Willem IV</i>	Shipping Limited
Rotterdam.....	October 13-17	<i>Rotenfsjell</i>	Brock Shipping
Rotterdam.....	Late October	A Ship	Shipping Limited
Rotterdam.....	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited
Rotterdam.....	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Rotterdam.....	November 14-16	<i>Prins Maurits</i>	Shipping Limited
Rotterdam.....	October 17-21	<i>Twickenham</i>	Cunard White Star
Amsterdam.....	November 15-19	<i>Beaconsfield.....</i>	Cunard White Star
Hong Kong.....	October 2-5	<i>City of Yokohama</i>	McLean Kennedy
India— Karachi..... Bombay..... Madras..... Calcutta.....	September-October October 1-5	A Ship <i>Denybryn</i>	McLean Kennedy McLean Kennedy
Mediterranean— Central Area..... Central Area.....	October 1-7 October 10-18	<i>Mont Alta</i> <i>Mont Clair</i>	Montreal Shipping Montreal Shipping
Mexico— Vera Cruz.....		A Ship	Canadian National
Newfoundland— St. John's..... St. John's..... St. John's..... St. John's..... Corner Brook.....	September 30-Oct. 2 October 10-12 October 8-10 October 21-24	<i>Blue Peter II</i> A Ship <i>Elgin</i> <i>Blue Peter II</i>	Montreal Shipping Shaw Steamships Furness Withy Montreal Shipping
		A Ship	Clarke Steamships

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator or Agent
New Zealand—			
Auckland.....	September 23-28	<i>Port Saint John</i>	M.A.N.Z. Line
Wellington.....			
Lyttleton.....			
Dunedin.....			
Bluff.....			
Northern Ireland—			
Belfast.....	September 26-30	<i>Torr Head</i>	McLean Kennedy
Panama—			
Cristobal.....	October 5-9	<i>Vest</i>	Sagueany Terminals
Philippines—			
Manila.....	October 2-5	<i>City of Yokohama</i>	McLean Kennedy
Puerto Rico—			
San Juan.....	.....	A Ship	Saguenay Terminals
San Domingo—			
Ciudad Trujillo.....	.....	A Ship	Saguenay Terminals
Scandinavia—			
Baltic Ports.....	September 25-29	<i>Svanefjell</i>	Brock Shipping
Baltic Ports.....	October 5-9	<i>Stegholm</i>	Swed. Amer. Mexico
Baltic Ports.....	October 25-29	<i>Laholm</i>	Swed. Amer. Mexico
United Kingdom—			
Avonmouth.....	September 26-30	<i>Boston City</i>	Cairn-Thomson
Avonmouth.....	October 11-15	<i>Parthenia</i>	Cunard White Star
Avonmouth.....	October 14-18	<i>Empire Kangaroo</i>	Donaldson Atlantic
Avonmouth.....	October 21-26	<i>Delilian</i>	Donaldson Atlantic
Bristol.....	September 26-30	<i>Boston City</i>	Cairn-Thomson
Glasgow.....	September 25-29	<i>Salacia</i>	Donaldson Atlantic
Glasgow.....	October 6-10	<i>Dorelian</i>	Donaldson Atlantic
Glasgow.....	October 14-18	<i>Norwegian</i>	Donaldson Atlantic
Hull.....	.....	A Ship	McLean Kennedy
Leith.....	.....	A Ship	Cairn-Thomson
Liverpool.....	September 26-30	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	October 4-11	<i>Valacia</i>	Cunard White Star
Liverpool.....	October 12	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	October 12-17	<i>Cavina</i>	Donaldson Atlantic
Liverpool.....	October 19	<i>Beaverford</i>	Canadian Pacific
London.....	October 2	<i>Beaverdell</i>	Canadian Pacific
London.....	October 11	<i>Beaverqlen</i>	Canadian Pacific
Manchester.....	September 25-28	<i>Manchester City</i>	Furness Withy
Manchester.....	October 2-8	<i>Manchester Trader</i>	Furness Withy
Manchester.....	October 12-16	<i>Manchester Progress</i>	Furness Withy
Manchester.....	October 19-23	<i>Manchester Shipper</i>	Furness Withy
Newcastle.....	.....	A Ship	Cairn-Thomson
Uruguay—			
Montevideo.....	September 27-30	<i>Fort Columbia</i>	Furness Withy
Montevideo.....	October 5-10	<i>White Swallow</i>	Montreal Shipping
Montevideo.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Venezuela—			
La Guaira.....	.....	A Ship	Saguenay Terminals
Maracaibo.....	October 5-9	<i>Vest</i>	Saguenay Terminals
West Indies—			
Antigua.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Antigua.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Antigua.....	October 17-25	A Ship	Alcoa Steamships
Antigua.....	October 20-25	* <i>Colborne</i>	Canadian National
Barbados.....	September 27-30	* <i>Lorne Park</i>	Canadian National
Barbados.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships

Departures from Montreal—*Con.*

Destination	Loading Date	Vessel	Operator or Agent
West Indies—<i>Con.</i>			
Barbados.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
Barbados.....	October 17-25	A Ship	Alcoa Steamships
Barbados.....	October 20-25	<i>*Colborne</i>	Canadian National
Bermuda.....	September 25-29	<i>*Cartier Park</i>	Canadian National
Bermuda.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	October 3-7	<i>*Maisonneuve Park</i>	Canadian National
Bermuda.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
Bermuda.....	October 17-25	A Ship	Alcoa Steamships
Bermuda.....	October 20-24	<i>*Canadian Observer</i>	Canadian National
Br. Guiana.....	September 27-30	<i>*Lorne Park</i>	Canadian National
Br. Guiana.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Br. Guiana.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
Br. Guiana.....	October 17-25	A Ship	Alcoa Steamships
Br. Guiana.....	October 20-25	<i>*Colborne</i>	Canadian National
Dominica.....	September 27-30	<i>*Lorne Park</i>	Canadian National
Dominica.....	October 20-25	<i>*Colborne</i>	Canadian National
Grenada.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Grenada.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
Grenada.....	October 17-25	A Ship	Alcoa Steamships
Grenada.....	October 20-25	<i>*Colborne</i>	Canadian National
Guadeloupe.....		A Ship	Saguenay Terminals
Jamaica.....	September 25-29	<i>*Cartier Park</i>	Canadian National
Jamaica.....	October 3-7	<i>*Maisonneuve Park</i>	Canadian National
Jamaica.....	October 20-24	<i>*Canadian Observer</i>	Canadian National
Martinique.....		A Ship	Saguenay Terminals
Montserrat.....	September 27-30	<i>*Lorne Park</i>	Canadian National
Montserrat.....	October 20-25	<i>*Colborne</i>	Canadian National
Nassau.....	September 25-29	<i>*Cartier Park</i>	Canadian National
Nassau.....	October 3-7	<i>*Maisonneuve Park</i>	Canadian National
Nassau.....	October 20-24	<i>*Canadian Observer</i>	Canadian National
St. Kitts.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Kitts.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
St. Kitts.....	October 17-25	A Ship	Alcoa Steamships
St. Kitts.....	October 20-25	<i>*Colborne</i>	Canadian National
St. Lucia.....	September 27-30	<i>*Lorne Park</i>	Canadian National
St. Lucia.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
St. Lucia.....	October 17-25	A Ship	Alcoa Steamships
St. Lucia.....	October 20-25	<i>*Colborne</i>	Canadian National
St. Vincent.....	September 27-30	<i>*Lorne Park</i>	Canadian National
St. Vincent.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Vincent.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
St. Vincent.....	October 17-25	A Ship	Alcoa Steamships
St. Vincent.....	October 20-25	<i>*Colborne</i>	Canadian National
Trinidad.....	September 27-30	<i>*Lorne Park</i>	Canadian National
Trinidad.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
Trinidad.....	October 17-25	A Ship	Alcoa Steamships
Trinidad.....	October 20-25	<i>*Colborne</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the above table, the following departures are listed by operators:—

Destination	Loading Date	Vessel	Operator or Agent
Iceland—			
Reykjavik.....		A Ship	F. K. Warren Ltd.

Departures from Halifax—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Newfoundland—			
St. John's.....	September 28-30	A Ship	Shaw S.S.
St. John's.....	October 4-6	<i>Savoy</i>	Furness Withy
St. John's.....	October 8-11	<i>Fort Amherst</i>	Furness Withy
St. John's.....	October 15-18	<i>Fort Townshend</i>	Furness Withy
United Kingdom—			
Liverpool.....	October 26-30	<i>Pacific Enterprise</i>	Furness Withy
Southampton.....		A Ship	Cunard White Star
West Indies—			
Bermuda.....	September 27-30	<i>Fort Townshend</i>	Furness Withy
Bermuda.....	October 15-18	<i>Fort Amherst</i>	Furness Withy

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, loading berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa—			
Cape Town.....	October 22	<i>Silverwalnut</i>	Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
Lourenco.....			
Argentina—			
Buenos Aires.....	Late September	<i>Heranger</i>	Empire Shipping
Buenos Aires.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
Buenos Aires.....	October	A Ship	Empire Shipping
Buenos Aires.....	November	<i>Hardanger</i>	Empire Shipping
Australia—			
Brisbane.....	October 18	<i>Boolongena</i>	Empire Shipping
Sydney.....	Late October	<i>Suva</i>	W. R. Carpenter
Melbourne.....	Late November	<i>Lautoka</i>	W. R. Carpenter
Hobart.....	October 4	<i>Wairuna</i>	Canadian Australasian
Melbourne.....			
Sydney.....			
Melbourne.....	October 17	<i>Waihemo</i>	Canadian Australasian
Sydney.....			
Belgium—			
Antwerp.....	Late September	<i>Argentina</i>	Gardner Johnson
Brazil—			
Rio de Janeiro.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
Recife.....			
Burma—			
Rangoon.....		A Ship	Dingwall Cotts
China—			
Shanghai.....	Late September	<i>Winnipegosis Park</i>	Seaboard Shipping
Shanghai.....	October 10-14	<i>Granville</i>	Balfour Guthrie
Shanghai.....	Late October	<i>Vingnes</i>	Empire Shipping
Shanghai.....	November	<i>Mongabarra</i>	Empire Shipping
Shanghai.....	Late September	<i>Vilja</i>	Empire Shipping
Taku Bar.....			
Shanghai.....	Mid-October	<i>Parramatta</i>	Empire Shipping
Tsingtao.....			
Colombia—			
Cartagena.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Curaçao	October 7-11	<i>Ringleader</i>	Balfour Guthrie
France— North Coast.....	Late September	A Ship	Empire Shipping
Hawaii— Honolulu.....	.....	A Ship	Dingwall Cotts
Holland— Rotterdam.....	Late September	<i>Argentina</i>	Gardner Johnson
Hong Kong	October 10-14	<i>Granville</i>	Balfour Guthrie
India— Bombay.....	September	<i>Bantam</i>	Dingwall Cotts
Bombay.....	October	<i>Silverlarch</i>	Dingwall Cotts
Mediterranean— Central Area.....	Late September	A Ship	Empire Shipping
Central Area.....	October	<i>Elias G. Kulukundis</i>	Empire Shipping
Central Area.....	November	A Ship	Empire Shipping
Mexico .....	.....	A Ship	Gardner Johnson
Netherlands East Indies	{September 29 October 26	<i>Bantam</i> <i>Silverlarch</i>	Dingwall Cotts Dingwall Cotts
New Zealand— Auckland.....	October 4	<i>Wairuna</i>	Canadian Australasian
Auckland.....	October 17	<i>Waihemo</i>	Canadian Australasian
Wellington.....			
Lyttelton.....			
Bluff.....			
Philippines— Manila.....	September 29	<i>Bantam</i>	Dingwall Cotts
Cebu.....	October 10-14	<i>Granville</i>	Balfour Guthrie
Iloilo.....	October 26	<i>Silverlarch</i>	Dingwall Cotts
South Africa .....	.....	A Ship	Canadian Transport
South America— East Coast.....	.....	A Ship	Balfour Guthrie
South Sea Islands— Lautoka.....	October 4	<i>Wairuna</i>	Canadian Australasian
Suva.....			
Straits Settlements—	{September 29 October 26	<i>Bantam</i> <i>Silverlarch</i>	Dingwall Cotts Dingwall Cotts
Sweden—.....	.....	A Ship	Gardner Johnson
United Kingdom— Cardiff.....	October 1-4	<i>Samsette</i>	Donaldson Line
Liverpool.....	October 1-4	<i>Samsette</i>	Donaldson Line
Liverpool.....	October 11	<i>Samson</i>	Furness Line
London.....	October 11	<i>Samson</i>	Furness Line
Uruguay— Montevideo.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
Venezuela— Puerto Cabello.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
West Indies— Jamaica.....	Late September	<i>Magister</i>	Canada Shipping
Jamaica.....	Mid-October	<i>Canadian Constructor</i>	Canada Shipping
Trinidad.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie

Canadian Delegates Depart for International Trade Parley

Creation of international trade organization is prime purpose of preparatory committee, meeting in London next month.

Creation of an International Trade Organization is the prime purpose of a meeting in London, England, commencing October 15, of the Preparatory Committee for the International Conference on Trade and Employment. Canadian delegates to this meeting sailed from Halifax on Thursday aboard the Cunard White Star liner Aquitania.

This meeting will mark the formal opening of international discussions on the subject of world trade expansion and employment by the reduction of tariff barriers and the ultimate elimination of discriminatory trade practices. The goal is the establishment of the widest possible area of trade among nations of the world on a multilateral basis. Arrangements have been made for informal discussions between representatives of nations within the British Commonwealth prior to the general meeting.

In addition to Canada, the following nations have been invited to attend the London meeting: Australia, Belgium-Luxembourg, Brazil, Chile, China, Czechoslovakia, France, India, Lebanon, New Zealand, the Netherlands, Norway, the Union of South Africa, the U.S.S.R., the United Kingdom and the United States of America.

Canadian delegates to the conference are: Hector B. McKinnon, Chairman of the Tariff Board and President of the Commodity Prices Stabilization Corporation; David Sim, Deputy Minister, Department of National Revenue (Customs and Excise); H. R. Kemp, Director of the Commercial Relations Division, and L. E. Couillard, Economist, Commercial Relations Division, Department of Trade and Commerce; John Deutsch, Director of Economic Relations, Department of Finance; F. A. McGregor, Combines Investigation Commissioner, Department of Justice; and Sydney D. Pierce, Chief of the Economics Division, Department of External Affairs.

Sponge Fishing In Cyrenaica Improved

Some fifty sponge boats arrived at Derna and Benghazi, in Cyrenaica, during June, and sponge fishing has been on a greater scale than last season. Good hauls are anticipated, according to the July issue of Barclays Bank Review. Imports of commodities during March, 1946, totalled £25,266 and exports had a value of £27,980, of which £27,120 represented livestock shipments to Egypt. The seasonal movements of sheep on the hoof to Egypt have practically ceased, owing to the lack of grazing and water. Cattle are being shipped to Palestine and Malta, and enquiries have been received from Greece.

"Buy Nothing Day" In Egypt Proposed

Retail prices in Egypt have tended to harden, according to the July issue of Barclays Bank Review, and an influential Arabic paper has suggested there should be a "Buy Nothing Day" throughout the country, as a protest against high prices. Sections of the community are still in possession of large wartime profits, and their spending power is sufficient to encourage merchants to maintain prices at high levels. The purchasing power of the masses is, however, very low.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in respect of shipments to countries in non-sterling areas, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations Sept. 16	Nominal Quotations Sept. 23
Argentina.....	Peso	Off.	.2977	.2970
		Free	.2475	.2477
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0541	.0541
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2084
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3770	.3770
Netherlands East Indies.....	Florin	....	.3766	.3766
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2785	.2785
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0077	.0035
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5983).

Commodity Officers—

Foods—

Live stock and products, fish and products, H. A. Gilbert (2380).

Plants and products, G. F. Clingan (7523).

Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals—

Iron and steel products, T. S. Walsh (4082).

Non-ferrous metals and non-metallic minerals, A. M. Tedford (4160).

Chemicals and allied products, S. G. Barclay (7886).

Machinery and industrial equipment, C. J. Gardner (4082).

Electrical machinery and equipment, A. S. MacRae (7601).

Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber—

Textiles and apparel, G. R. Poley and J. U. Curtis (3004).

Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper—

Wood and products, G. H. Rochester (6974).

Paper and products, E. Clarke and N. R. Chappell (6974).

General Products—

General products, W. H. Grant (3209).

Miscellaneous products, P. G. Jones (4160).

Durable consumer-goods, E. L. Smith (7601).

Token Shipments—W. H. Black (5983).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417, 7163, 7953); Assistant Director, C. F. McGinnis.

Raw Materials Section—Chief, C. F. McGinnis; (Supply Research), A. C. Fairweather, P. E. Jensen and M. C. Hughes; (Trade Controls), W. G. Hopkins.

Manufactured Goods Section—H. B. Scully and G. C. Clarke.

Trade Services Directory—A. J. Langdon.

Canadian Importers' Directory—Miss M. E. Adams.

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5468).

Commercial Relations Division—Director, H. R. Kemp (5151); Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819).

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, Chief, S. L. Tilley (6588).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in twenty-eight British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA (5091).

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—Exerdecorp (2-4828).

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries (7818).

Canadian Trade Commissioners

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—*Canadian*, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).

Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Métropole, 7th Floor, Av. Presidente Wilson 165.

British Malaya

ARTHUR WILDING, Canadian Commercial Agent. Address for letters: Room D-2, Union Building, Singapore.

Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India.

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building.

Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523.

Territory includes Republic of Panama, the Canal Zone and Nicaragua.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.

Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

RICHARD GREW. Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Guatemala

C. B. BIRKETT. Address for letters—P.O. Box 400, Guatemala City.

Territory includes Costa Rica, El Salvador and Honduras.

Hong Kong

C. R. GALLOW (Acting). Address for letters—P.O. Box 126.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

Ireland

E. L. MCCOLL, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Canadian Trade Commissioners

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—% British Embassy, Rome.

Territory includes Czechoslovakia, Malta, and Yugoslavia.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 33, Auckland. Office—Yorkshire House, Shortland Street.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, Cantracom.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province, Orange Free State and South-west Africa, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, Cantracom.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, Canadian Stockholm.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: H. L. E. PRIESTMAN, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England and East Anglia.

Cable address, Sleighing, London.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucum.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

London: R. D. ROE, Commercial Secretary for Canada (Timber Specialist), Canada House, Trafalgar Square, S.W.1.

Cable Address, Sleighing, London.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—8° Piso, Edif. America, Esq., Veroes, Caracas.

Territory includes Netherlands West Indies.

Commercial Intelligence Journal

Vol. LXXV

OTTAWA, OCTOBER 5, 1946

No. 2227



NOTICE TO SUBSCRIBERS

Subscribers are requested to renew their subscriptions to the *Commercial Intelligence Journal* on receipt of a notice from the King's Printer, Government Printing Bureau, Ottawa. Renewal notices will be mailed to subscribers four weeks prior to the expiry date of their subscriptions. If no reply has been received by this date, the name of the subscriber will be removed from the mailing list on the assumption that he no longer wishes to receive this publication.

The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, OCTOBER 5, 1946

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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Summary of Service to Traders (Inside Back Cover)	

COVER SUBJECT—Canadian pigs contributed materially to the war effort, 2,800,000,000 pounds of pork products having been shipped to the United Kingdom during the five-year period. They are now meeting many of the peacetime needs of the British housewife, Canada having undertaken to supply 450 million pounds of bacon and ham this year, 350 million pounds next year and 400 million pounds in 1948.

Record Shipment of Shell Eggs is Scheduled for United Kingdom

Nearly four million dozen to leave Vancouver in fourth week of October in ship chartered for purpose—Some fourteen million shell eggs going to Great Britain this fall—In storage since spring.

By T. N. Beaupré, Export Division, Foreign Trade Service

Largest shipment of shell eggs ever to leave Canada, a consignment of 3,900,000 dozen is scheduled to leave Vancouver during the fourth week of October for the United Kingdom. This valuable cargo, which will reach the British market in sufficient time for Christmas distribution, will be loaded aboard the S.S. *Saxon Star*. Specially chartered for the purpose, this vessel is equipped with refrigeration that will maintain the temperature at between 32 and 35 degrees Fahrenheit.

Not only is this the largest shipment of shell eggs to be made from Canada, but it is believed to constitute a world record. The largest previous consignment consisted of 2,792,000 dozen, which left Canada in October last year. That record shipment was described by the British Ministry of Food as consisting of "the highest quality eggs ever received from Canada."

Spring Storage Eggs Shipped in Fall

The first of a series of fall shipments left Montreal during the first week of September aboard the S.S. *Corrales*, which loaded 1,740,000 dozen. This was the initial occasion on which eggs held in refrigeration from spring storage were made available for delivery to Britain in the fall. They were brought to Montreal by rail from points as far west as Alberta, being transported in refrigerated cars pre-cooled with crushed ice and salt to



Prewar publicity for Canada's agricultural products created a clearer conception in Great Britain of her position as a dependable larlder. Highest quality egg shipments to the United Kingdom this year are estimated at more than 71,000,000 dozen.



Through efforts of the Canadian Government Exhibition Commission, the British housewife was fully informed concerning foodstuffs available from this country. High standards established during war-time may assist in holding during the years of peace a valuable market in the United Kingdom.

between 32 and 38 degrees Fahrenheit. This eliminated danger of spoilage, caused when eggs that have been stored at 30 degrees are defrosted for regrading and shipping. Such provisions, made by direction of the Special Products Board, should ensure delivery of finer quality storage eggs than ever before.

It is expected that fall shipments from Canada to the United Kingdom will total 13,860,000 dozen eggs, or 462,000 cases of thirty dozen each. With British, as well as Canadian hens, now in their period of lowest production, these eggs will reach Great Britain when they are in greatest demand.

Exports of shell eggs during the first eight months of this year had a value of \$9,352,000, as compared with \$10,702,000 during the corresponding period in 1945. There was a marked improvement in August, however, over the exports for the same month last year.

Egg Shipments Raised to 90,000,000 Dozen

Many important changes occurred in the export pattern of Canadian agriculture during the war. Shipments of eggs to Great Britain increased from an average of 1,400,000 dozen per annum during the 1935-39 period to 90,000,000 dozen in 1945. One of the most important developments during the war was the establishment of contractual relations between Canada and the United Kingdom, whereby the former agreed to furnish such agricultural products as cheese, evaporated milk, bacon, beef, eggs, vegetables, fruit, seeds and fibre flax. These contracts provided for minimum or maximum purchases by the United Kingdom, the price to be paid, the period of delivery and the quality of the products concerned.

Canada Meets British Food Requests

As the need arose or as shipping became available, Great Britain bought produce not covered by any agreement or contract. Canada met most of the British requests for food products since the outbreak of hostilities, and in some cases shipped more than the quantity for which provision had been made, as follows:

Egg Deliveries to United Kingdom

	Contract Deliveries Dozens	Actual Deliveries Dozens
*1941	13,800,000	15,336,600
1942	38,100,000	37,535,940
1943	57,000,000	33,642,810
1944	50,400,000	79,920,000
1945	50,400,000	89,700,000**
Total	209,700,000	256,135,350

*Nine months. **42,000,000 in shell and 47,700,000 dried.

Canada has undertaken to provide the United Kingdom with 86,100,000 dozen eggs this year. Due to a light hatch of chicks in 1945, it is unlikely that the contract quantity will be delivered. Large shipments of fresh, storage and sugar dried eggs have already been made to Great Britain, and additional exports are planned, as set forth in the following table:

Egg Deliveries to United Kingdom in 1946

	Contract Deliveries Dozens	Estimated Deliveries Dozens
Fresh (January-May)	27,000,000	23,771,400
Storage (September-December)	18,000,000	13,200,000
Dried (September-December)	33,600,000	26,880,000
Fresh (September-December)	7,500,000	7,500,000
Total	86,100,000	71,351,400

Contract for 1947 Recently Signed

The contract for 1947 was recently negotiated, provision having been made for the delivery to Great Britain of 86,100,000 dozen eggs—the same as in 1946—of which 52,500,000 will be fresh and 33,600,000 sugar dried eggs. As there was a heavy hatch of chicks this spring, it is estimated there will be a large exportable surplus of eggs next year.

Prices have risen steadily since 1941, when the figure was 24·26 cents per dozen for Grade “A” large eggs, f.o.b. Montreal. That for 1946 is 37·8 cents per dozen for shell eggs (38·0 cents in 1945), and 35·5 cents per dozen for drying. The figures for 1947 are one cent higher.

Storage Eggs “Oiled” to Preserve Quality

Eggs are purchased through the Special Products Board, which buys in car lots. As no shell eggs are shipped during June, July and August, the Board directs car lots to one of nine drying plants in the Dominion. Drying is done by private enterprise, but the Board pays for the processing. All eggs placed in storage are “oiled”, in order that their original quality may be retained for a longer period. Every effort is made to furnish people in Britain with the best product of Canadian farms. While egg exports this year will provide each man, woman and child with no more than one dozen fresh or storage eggs and half-a-dozen eggs in dried form over a period of twelve months, they will supplement materially the domestic production. It might even be said that Canadian hens are “laying” for Britain.

Canada Concludes Commercial Convention With Chinese

First agreement reached between two countries by direct negotiation—"Most-favoured-nation" treatment provided—Treaty signed in Nanking by Canadian Ambassador to China.

Canada and China have concluded a commercial agreement, whereby provision is made for the reciprocal exchange of unconditional most-favoured-nation treatment. Imports into either country will not be subject to customs duties or charges in excess of those applying to any third country under this agreement. Similarly, any concessions granted by Canada or China in the future to a third country will be automatically extended to the other.

Imports into Canada from China will henceforth be subject to the Intermediate Tariff and lower rates, rather than to the General Tariff, as heretofore. Tariff treatment afforded by Canada to British countries is specifically excepted from the operation of the *modus vivendi*, so there will be no interference with the British Preferential system.

Agreement Signed in Nanking on September 26

This agreement, which was signed on September 26 in Nanking on behalf of Canada by Major General Victor W. Odium, Canadian Ambassador to China and by Wang Shih Chieh, Minister of Foreign Affairs, is the first commercial convention concluded between this country and China by direct negotiation. It is to continue for a definite period of one year. Beyond that, it will continue in force until terminated by either country on three months' notice. This agreement went into effect with the exchange of notes on September 28.

Canada and China have signified their intention of participating in the Conference on World Trade and Employment, scheduled for early next year. It is expected that more formal and comprehensive negotiations will be initiated at that time.



Canadian lumber, one of many products shipped to China before the outbreak of hostilities, being unloaded at Shanghai.

China's Tariff History Reflects Long Struggle for Autonomy

Nationalist Government secured control of customs in 1929, and provided graduated scale of import duties—Numerous taxes and levies, including irksome “likin”, abolished or lightened—Cigarettes bear heavy burden.

By G. S. Hall, Asia Section, Foreign Trade Service

(Editor's Note—This is one in a series of articles on China prepared for the *Commercial Intelligence Journal*. It is reproduced at this time, furnishing as it does “background” for the recent announcement of a trade treaty between Canada and China.)



Chinese coolies transport Canadian rolled oats, following the discharge of this cargo at Shanghai, China's principal port.

Regular import and export duties in China date from 1842, when the Treaty of Nanking was concluded. In compliance with this document, China opened five “treaty ports”, replacing the exclusive “Co hong” monopoly of Canton. This had controlled the purchase and sale of foreign goods during the preceding sixty years. The “Co hong” represented the principle of “what the market would bear”, whereas the new tariff specified a “fair and regular tariff”.

From the time of the Nanking Treaty, until China gained tariff autonomy in 1929, there was a continuous struggle in China to secure adequate revenue. Efforts were made to reach new agreements with the reluctant powers, or to obtain adjustments in the existing tariff.

Government Control Secured in 1929

By reason of the rise in prices, the Treaty of Tientsin provided in 1858 for a revision of the tariff to maintain a five per cent rate. This was followed by a further revision in 1902, after the Boxer uprising. The tariff was reviewed at the Washington Conference in 1922, and further adjustments were made under agreement, until the Chinese Nationalists gained control of the country. They promulgated their intention, on February 1, 1929, of revising the scale according to the National Tariff Law. This momentous change provided for a graduated scale of import duties on foreign goods, and established China's tariff autonomy. The new tariff introduced a mild application of protective principles for Chinese manufacturers. The powers acquiesced with only a ripple of opposition, even though the Nine Powers Agreement had been ignored. Encouraged by the tacit consent of the powers, further changes were introduced in 1932 and 1934 to obtain additional revenue and increased protection.

A marked increase in revenue resulted from the substitution of the Customs Gold Unit (U.S. \$0.40) for the Haekwan Tael. Fluctuations in the value of silver were thus eliminated, and the discharge of foreign obligations in gold was greatly facilitated.

"Likin", an Irsome Levy, Abolished in 1932

Up to the time of tariff autonomy in China, there were numerous taxes and levies, such as "likin", transit dues, transit pass, native customs, opium tax, source and destination tax, in addition to various surtaxes and inter-port levies. "Likin" was the most irksome and harmful to foreign trade. After the Taiping Rebellion, "likin" stations were set up on all commercial highways of the country. Provincial authorities had come to depend on "likin", for no substitute could be offered by the National Government, with its limited income. It was not until 1932 that "likin" was finally abolished, when the Internal Revenue Administration commenced the collection of excise and stamp taxes to assist provincial revenue.

Policy of Protection Introduced

That China was not expected to assert her complete independence from the dominating influence of the Treaty Powers in making her tariff seems definite. At Washington, in 1922, and again at Peking, in 1925, there were suggestions of a graduated horizontal increase in the duties without much reference to the particular wishes of China. Moreover, when the thirteen powers gave tentative autonomy to China in tariff matters, it was with the idea that she should abide by their wishes, and that she should hold herself close to the rates laid down at Washington or at least those of Peking. The Nationalists departed from this immediately, and embarked on a policy of protection for China, which was widely at variance with wishes of at least some of the treaty powers.

From time immemorial, salt has been an important source of income to the Chinese Government. Foreign loans have been secured by salt revenue, and for that purpose a foreign inspectorate operated the Salt Gabel in a manner similar to the foreign administration of the Chinese Maritime Customs.

"Dumping Ground" Now Fantasy

The Chinese Government has aimed to make more difficult the importation of goods that interfered directly with the industrial and commercial development of the country, and to promote the importation of those

commodities that assisted in its advance. The conception that China would become the "dumping ground" for surplus products of other nations thus recedes definitely into the background. The National Government has been wisely discriminating in its protective policy. A high duty has been placed on articles in the luxury class, whereas those in common consumption bear a low rate or are placed on the free list.

The present policy is one of "live and let live". The rates of duty thus far announced, except those on silk and rayon, are far from prohibitive, and the free list of import and export articles is being steadily lengthened.

The definite character of the new freedom in tariff-making, pledged to China, is indicated in Article No. 1 of the Sino-British Treaty, of March 14, 1929, which reads: "It is agreed that all provisions of the existing treaties between the High Contracting Parties, which limit in any way the right of China to settle her national customs tariff in such a way as she may think fit, are hereby abrogated, and that the principle of complete national tariff autonomy shall apply."

A surtax imposed in 1931 for flood relief purposes indicates how far China had then travelled from the treaty-power-imposed tariff. Export duties have changed little in recent years. The new schedule, made effective in September, 1945, is substantially the same as that of 1934, except all export duties are now on an ad valorem basis.

Cigarettes Bear Heavy Burden

Revised regulations governing the consolidated tax have also been introduced. Essentially an excise or consumption tax on goods of domestic manufacture, the consolidated tax was in prewar years the third most important source of revenue, second only to the customs duties and the salt tax. It applies both to goods produced in China and to imported commodities designated as being subject to such levies. Cigarettes bear a particularly heavy burden, being subject to a 100 per cent ad valorem consolidated tax, import duty of 80 per cent ad valorem and a surtax amounting to more than 14 per cent of the duty. Cigars and prepared tobacco are also subject to a 100 per cent consolidated tax. Other rates are more moderate, being 60 per cent for foreign wine, spirits and beer, 30 per cent for leaf tobacco, 25 per cent for sugar, 20 per cent for matches and 3½ per cent for cotton yarn.

It may be assumed that China has arrived at tariff maturity. The undesirable practice of permitting "likin" or other excessive and unjust forms of taxation have been eliminated. The general trend of taxation is expected to continue in its present moderate channel, with a tendency towards protection. This is likely to become more marked with the industrial development of China.

Provision for the reciprocal exchange of "most-favoured-nation" treatment was made in the aforementioned treaties. China has in recent years been chiefly concerned with the struggle for tariff autonomy, and with the adjustment of her duties when this was obtained. As many countries with which China exchanges commodities have preferential agreements of a "most-favoured-nation" character, it is natural that China should wish to follow their example. The recent negotiation of a commercial convention with Canada is in line with this policy.

Duties Collected on Basis of Customs Gold Unit

Import duties are collected by the Chinese Maritime Customs on the basis of a Customs Gold Unit, the gold content of which has been fixed by the National Government at 60·1866 centigrams of pure gold. The duty-paying value, when converted from other currencies into Customs Gold

Units at the official rate fixed for this purpose, shall be considered higher than the duty-paying value by (a) the amount of the duty on the goods and (b) seven per cent of the duty-paying value of the goods. The formula for computing the duty-paying value is:

$$\frac{\text{Wholesale market value} \times 100}{100 + \text{duty rate} + 7}$$

For example—

$$\frac{\text{C.G.U. } 60 \times 100}{100 + 12\frac{1}{2} + 7} = \frac{\text{C.G.U. } 6,000}{119.5} = \text{C.G.U. } 50.21 = \text{Duty-paying value.}$$

Bona fide invoices, including manufacturers' invoices, showing cost of goods to the importer and certified by him as being correct, must be produced when import applications are submitted. Since the abolition of the wartime consumption tax, the consolidated tax is the only remaining national tax on imported commodities, additional to the several customs levies. These include the import or export duties, levied at the 1934 rates on an ad valorem basis, and the surtax for revenue purposes, amounting to five per cent of the duty and port charges. These vary from port to port, at Shanghai amounting to four per cent of the duty. In addition, fees are collected by the customs authorities for examination and the supervision of warehouses and ships, the issuance of various permits and for other services.

Imports are classified as follows, under the new Chinese Customs Regulations:

- (a) Articles which may be imported only after obtaining a special licence from the customs authorities.
- (b) Articles subject to a luxury surtax of 50 per cent of the existing tariff rates, but for which no special licence is required.
- (c) Luxuries, the import of which is prohibited.

The export of certain items is prohibited, unless permission is granted by the government through the customs authorities. These and articles listed in the import classifications will be published in a forthcoming outline of economic conditions in China, continuing the present series.

Six Main Ports Furnish Bulk of Revenue

China's six principal ports contributed 77.3 per cent to the revenue collected in 1926 by the Chinese Maritime Customs, amounting to a total of Hk. taels 80,435,962, of which Shanghai accounted for 41.8 per cent; Tientsin, 10.15 per cent; Dairen, 8.7 per cent; Hankow, 6.6 per cent; Canton, 5.7 per cent; Kaiochow (Tsingtao), 4.3 per cent; and other ports, 22.7 per cent.

Japanese Tea Shipped to United States

Tokio, September 21, 1946 (FTS).—Fifteen thousand cases of tea are en route from Japan to the United States. This shipment, the first to be made since the conclusion of hostilities, was loaded aboard the S.S. *Jackson Victory* at Shimizu, in Shizuoka Prefecture, which is the principal tea-producing district of Japan. A thirty per cent decrease in the production of tea this year is anticipated, due to the shortage of fertilizer and the conversion of many tea gardens for the production of staple foodstuffs.

Exports in August Establish New Monthly Record for Peacetime

Material increase shown over shipments in previous months and three times those of 1935-1939 average for August—Heavier movement of commodities to United Kingdom noted.

Canadian exports during the month of August were valued at \$242,685,010, which is a material increase over preceding months of the current calendar year. In fact, this total is the largest for any month in Canadian peacetime history. In monetary value, the figure for last August is more than three times that of the 1935-1939 average for that month, which is \$77.1 millions. Exports during the month under review are only \$52.4 millions lower than in the corresponding period last year, despite a decline in shipments of war materials of nearly \$100 millions, and a drop in the exports of wheat and wheat flour of nearly \$40 millions.

Figures issued by the External Trade Branch, Dominion Bureau of Statistics, reveal an increase of \$54 millions over exports of July, 1946. Of this amount, shipments of aluminum are higher by \$12.7 millions; cheese by \$7 millions; railway cars by \$5.4 millions; gifts and donations by \$5.1 millions; bacon by \$4.7 millions; ship sales by \$2.8 millions, nickel by \$2.6 millions, copper by \$2.5 millions, newsprint by \$2.5 millions, and horses by \$1.7 millions.

Loans and Credits Influence Expansion

The balance of the increase over July export figures is attributed to normal trade expansion with European countries, to which commodities are being shipped in ever larger volume, to China and to South Africa. There was no appreciable change in the dollar value of exports to the United States. Advances were fairly widely distributed, both as to country of destination and commodity. The most significant factors bearing on this condition are:

- (a) Development and expansion of normal trade
- (b) Increased purchasing power resulting from Canadian loans and credits to foreign governments
- (c) Larger donations by the Canadian Red Cross Society, and purchases for distribution by UNRRA of food, clothing, etc.

Heavier Shipments to United Kingdom

Exports to the United Kingdom advanced materially during August, the increase over July figures amounting to \$31.4 millions. This was made up principally of aluminum, \$8.3 millions; other base metals, \$2.7 millions; cheese, \$6.9 millions; bacon, \$4.7 millions; lumber and other wood, \$1.9 millions; platinum, \$1.4 millions, and dried eggs, \$1 million.

An increase of \$2.9 millions in shipments to South Africa was contributed largely by railway cars, amounting to \$2.5 millions. An advance of \$800,000 in exports of newsprint and of \$400,000 in automobiles to Australia accounts for most of the increase, amounting to \$1.3 millions in Canada's shipments to that country.

Trade with China Expanding

Other countries with which there has been a marked expansion of trade are: China, with an increase of \$4.4 millions over July, consisting principally of donations, \$1.2 millions; ship sales, \$1.2 millions and wheat, \$400,000;

Belgium, with an increase of \$4.2 millions, consisting principally of railway cars, \$2.8 millions; and locomotives, \$700,000; France, with an increase of \$4 millions, consisting of donations, \$1.5 millions; ship sales, \$1.2 millions, and trucks, \$1 million; Norway, with an increase of \$2.3 millions, consisting of nickel, \$1.2 millions; and ship sales, \$600,000; Italy, with an increase of \$2 millions, consisting of wheat, \$800,000; nickel, \$800,000, and flour, \$400,000; the Netherlands, with an increase of \$1.9 millions, consisting of donations, \$500,000; rye, \$400,000; beef and veal, \$400,000, and trucks, \$400,000; Switzerland, with an increase of \$1.6 millions, consisting principally of aluminum, \$1.4 millions; Poland, with an increase of \$1.5 millions, consisting principally of horses for distribution by UNRRA, \$1.3 millions; and Brazil, with an increase of \$1.5 millions, which is spread over a number of commodities.

Exports for Eight Months \$1,494.2 Millions

Canada's total exports for the first eight months of the current calendar year had a value of \$1,494.2 millions, compared with \$2,296.2 millions for the corresponding period last year. As indicated by the undernoted figures, substantial increases were recorded in shipments to the following countries: South Africa, Gambia, Nigeria, Burma, Straits Settlements, British Sudan, Barbados, Hong Kong, Australia, Argentina, Austria, Belgium, Bolivia, Brazil, Chile, China, Colombia, Costa Rica, Czechoslovakia, Denmark, Ecuador, France, French Guiana, French West Indies, Madagascar, Germany, Guatemala, Haiti, Honduras, Hungary, the Netherlands, the Netherlands East Indies, Netherlands Guiana, the Netherlands West Indies, Norway, Panama, Paraguay, Poland, the Azores and Madeira, San Domingo, Siam, Canary Islands, Sweden, Turkey, the Philippines Republic, Venezuela and Yugoslavia.

On the other side of the ledger, substantial decreases were recorded in exports during the first eight months of this year, compared with the corresponding period of 1945, to the following countries: United Kingdom, India, Ceylon, Falkland Islands, Newfoundland, Greenland, Egypt, French Africa, French Oceania, Greece, Italy, Persia, U.S.S.R., Spain, Switzerland, Syria and the United States.

Wood and Paper Exports Higher

Wood and paper exports again moved higher, amounting in August to \$59,040,000, as compared with \$54,553,000 in July and \$44,415,000 in the corresponding month of last year. Newsprint paper, the principal export item in this group, rose to \$25,248,000 from \$22,729,000 in July and \$15,506,000 in August last year. Planks and boards also moved up, totalling \$10,873,000, compared with \$10,910,000 in July and \$9,623,000 last year.

Meat exports were also higher, with a recorded value of \$12,972,000, as compared with \$7,220,000 in July and \$8,114,000 in August, 1945. Exports of fish and fishery products were reduced, amounting to \$7,768,000 in August, \$9,307,000 in July and \$8,926,000 a year ago. There was a marked advance in the export of cheese, rising to \$7,062,000 from \$53,000 in July and \$5,613,000 a year ago.

Due mainly to a sharply reduced movement abroad of Canadian wheat, exports of agricultural products as a whole fell to \$42,897,000 from \$45,119,000 in July and \$88,016,000 in August last year. Wheat exports were reduced to \$13,024,000 from \$21,124,000 in July and \$60,821,000 a year ago, while wheat flour exports rose to \$16,382,000 from \$9,646,000 in July and \$8,173,000 in August, 1945.

Exports of iron and iron products, although higher in August than in July, were again lower than in 1945; the August total was \$30,954,000,

compared with \$21,936,000 in July and \$49,659,000 last year. Automobiles and parts were exported to the value of \$7,842,000, as compared with \$8,144,000 in July and \$28,394,000 in August, 1945.

Among the non-ferrous metals, aluminum rose to \$14,035,000 from \$1,303,000 in July and \$8,319,000 last year. Nickel exports also advanced, amounting to \$6,844,000 compared with \$4,247,000 in July and \$4,538,000 a year ago. Exports of electrical apparatus, at \$1,658,000, were lower in both comparisons.

Canadian Exports, by Countries

	Month of August 1945	1946 (Thousands of Dollars)	Eight Months ended August 1945	1946
BRITISH EMPIRE				
United Kingdom	66,626,601	71,851,901	729,330,760	378,338,517
Eire	1,382,995	358,545	8,839,357	3,741,312
Aden	4,399	99,813	126,522	200,318
Africa—				
British East	878,640	175,012	2,724,658	1,448,485
British South	2,682,312	9,734,280	20,918,500	42,335,154
Southern Rhodesia	136,232	332,551	1,424,688	2,215,848
British West—				
Gambia	2,387	8,598	25,608	56,223
Gold Coast	100,938	83,504	612,984	620,328
Nigeria	41,109	75,643	208,622	518,406
Sierra Leone	31,146	28,103	262,498	329,740
Other British West Africa .....	.....	.....	21	.....
Bermuda	162,322	473,931	1,539,867	2,347,652
British East Indies—				
British India	54,517,425	2,157,737	256,937,023	38,024,964
Burma	80,000	4,349	80,038	428,599
Ceylon	628,627	127,290	4,574,529	1,380,977
Straits Settlements .....	.....	169,317	.....	1,997,372
Other British East Indies .....	.....	.....	.....	48,810
British Guiana	516,685	1,052,396	4,237,666	4,635,577
British Honduras	43,678	87,542	549,511	771,945
British Sudan	1,541	2,442	78,448	487,607
British West Indies—				
Barbados	572,524	950,410	2,940,694	4,293,605
Jamaica	745,579	1,673,520	9,237,517	8,981,971
Trinidad and Tobago	1,039,610	2,471,832	10,599,118	12,246,903
Other British West Indies	674,110	1,084,894	4,075,976	5,081,275
Falkland Islands	12	.....	7,894	1,572
Gibraltar	57,954	37,184	148,258	297,041
Hong Kong .....	.....	633,573	.....	3,494,632
Malta	898,499	658,255	3,400,301	3,553,229
Newfoundland	3,300,270	4,367,114	26,512,093	23,792,154
Oceania—				
Australia	961,488	5,056,021	19,710,260	23,218,103
Fiji	471	61,111	123,099	263,209
New Zealand	1,991,636	1,358,428	10,957,015	9,551,100
Other British Oceania .....	.....	223	59,275	12,212
Palestine	209,570	477,305	1,407,031	2,427,873
TOTAL BRITISH EMPIRE...	138,288,760	105,652,824	1,121,649,831	577,142,713

FOREIGN COUNTRIES

Abyssinia .....	.....	14,775	3,485	20,780
Afghanistan	523	329	548	1,421
Albania	44,861	59,634	89,561	121,110
Argentina	347,246	1,583,547	3,121,678	7,777,598
Austria .....	.....	233,115	.....	2,953,552
Belgium	3,154,433	10,841,412	14,303,516	54,056,578
Belgian Congo	69,739	103,523	555,752	872,641
Bolivia	5,329	70,570	187,315	416,500
Brazil	883,066	2,756,344	8,954,048	13,309,388
Bulgaria .....	.....	1,121	.....	2,709
Chile	185,227	369,761	1,356,020	2,508,836
China	17,458	8,722,173	405,462	26,366,098
Colombia	507,073	816,982	2,844,899	6,182,733
Costa Rica	49,525	115,218	316,741	744,768
Cuba	284,874	336,840	2,966,824	3,528,617

Canadian Exports, by Countries—*Con.*

	Month of August		Eight Months ended August	
	1945	1946 (Thousands of Dollars)	1945	1946
Foreign Countries— <i>Con.</i>				
Czechoslovakia	1,445,904	1,015,899	2,976,043	9,078,633
Denmark	9,493	31,248	9,493	879,994
Greenland .....	.....	53,291	790,153	72,328
Ecuador	25,846	172,474	218,653	547,721
Egypt	1,064,392	1,315,291	30,928,724	8,861,113
Estonia .....	.....	.....	.....	.....
Finland .....	.....	73,442	.....	303,333
France	3,177,193	8,408,392	43,868,132	51,228,710
French Africa	1,755,630	98,396	13,087,182	8,627,577
French East Indies .....	.....	.....	60	34,301
French Guiana	365	65,287	28,673	172,798
French Oceania	492	2,349	102,074	64,672
French West Indies	85,433	169,077	189,605	849,129
Madagascar	607	380	18,712	203,959
St. Pierre and Miquelon....	51,588	29,318	414,866	474,409
Germany	2,826	1,102,626	964,654	5,992,347
Greece	3,488,393	545,847	16,368,333	7,469,089
Guatemala	44,305	75,467	239,196	721,428
Haiti (Republic of)	31,538	109,198	364,697	761,374
Honduras	4,775	30,424	95,094	463,706
Hungary .....	.....	18,182	.....	279,749
Iceland	210,640	232,865	2,892,288	2,492,863
Iraq (Mesopotamia)	833,213	2,424	2,907,524	2,219,932
Italy	4,878,815	3,735,474	85,773,523	16,810,624
Tripoli .....	.....	.....	17,544	.....
Italian Africa, Other.....	908	35	6,470	2,631
Japan .....	.....	2,471	.....	135,055
Liberia	6,929	10,381	57,543	53,240
Lithuania .....	.....	.....	.....	16
Mexico	470,140	980,472	5,106,975	6,678,535
Morocco	2,711,936	46,639	3,954,892	1,044,305
Netherlands	6,114,431	3,601,762	12,393,476	24,464,877
Netherlands East Indies....	.....	404,036	.....	4,789,974
Netherlands Guiana	8,115	43,156	115,494	378,748
Netherlands West Indies...	53,074	144,513	520,387	987,719
Nicaragua	20,277	39,840	195,499	230,592
Norway	812,479	2,519,593	3,954,677	13,063,495
Panama	51,245	136,623	529,295	974,844
Paraguay	10,258	4,134	29,150	65,743
Persia	266,889	19,864	1,600,337	363,850
Peru	662,233	148,440	2,246,576	1,948,297
Philippine Republic	40,127	95,830	411,712	3,721,367
Poland	893,093	3,491,346	3,827,623	16,143,067
Portugal	320,283	115,833	1,651,091	1,947,793
Azores and Madeira.....	.....	.....	13,512	41,629
Portuguese Africa	21,289	69,455	726,976	1,118,711
Portuguese Asia .....	.....	8,419	2,752	23,422
Roumania .....	.....	77	.....	241
Russia (U.S.S.R.)	6,090,622	500,436	43,502,305	16,703,026
Salvador	31,691	70,332	279,001	367,575
San Domingo (Dom. Rep.)...	44,242	128,826	386,729	891,750
Siam .....	.....	766	.....	19,481
Spain	44,375	400	725,950	226,089
Canary Islands .....	.....	3,500	.....	316,489
Spanish Africa .....	.....	.....	.....	.....
Sweden	584,779	1,474,629	678,837	5,772,814
Switzerland	19,143	1,852,318	7,616,892	4,865,480
Syria	27,724	46,702	536,014	170,196
Turkey	3,518	43,547	483,944	1,309,110
United States	112,645,115	74,960,894	833,539,763	546,161,400
Alaska	40,839	9,352	159,426	139,044
American Virgin Islands...	.....	4,074	12,162	77,857
Guam	313	138	3,854	3,402
Hawaii	502,770	223,542	2,707,787	2,206,908
Puerto Rico	246,405	313,591	1,655,709	2,113,338
Uruguay	131,135	252,339	1,038,779	1,328,728
Venezuela	357,525	819,910	2,567,238	8,193,606
Yugoslavia	865,272	1,131,276	3,905,973	10,504,327
TOTAL FOREIGN COUNTRIES	156,759,976	137,032,186	1,174,505,872	917,021,889
TOTAL	295,048,736	242,685,010	2,296,155,703	1,494,164,602

Greece Receives Large Shipments Through UNRRA of Relief Goods

Foodstuffs, clothing, agricultural machinery, building materials, fuel and equipment for industrial rehabilitation of country valued at \$266,670,000 over period of fifteen months.

By European Section, Foreign Trade Service

Athens, August 31, 1946.—Greece has received considerable assistance during the fifteen months ended in June from countries, including Canada, that have made large contributions through UNRRA for the relief of suffering and the rehabilitation of peoples stricken by the ravages of war. Food, clothing, agricultural machinery and other materials, building supplies, fuel and miscellaneous industrial equipment to the value of \$266,670,000 have been poured into this country. This represents a monthly average of \$17,778,000. With the addition of shipping costs and the value of goods yet to be delivered, it is estimated that the total will approximate \$420,000,000.

Shipments of the principal commodities, for which provision was made in the UNRRA program, are already being reduced. During the fourth quarter of this year, wheat allocated to Greece by the International Emergency Food Council will be shipped through UNRRA channels, but will be purchased by the Greek Government. The largest items yet to be delivered may be classified as industrial rehabilitation equipment, of which 25 per cent is still to come. Some 100,000 tons of seed and agricultural equipment are included in this category.

Foodstuffs Fifty Per Cent of Contributions

Foodstuffs account for fifty per cent of the relief supplies, having a value of \$134,128,000. Clothing, textiles and footwear provided for the Greek people were valued at \$28,896,000 during the fifteen months under



Canadian wheat being unloaded by bucket on the dock at Piraeus, the port of Athens, through which pass most of the relief supplies made available through UNRRA. It was Themistocles who, in 493 B.C., persuaded the Athenians to utilize Piraeus for their fleet.

review. Items required for the industrial rehabilitation of the country contributed \$22,254,000 to the total, while equipment needed for the rehabilitation of agriculture and the fisheries accounted for the large sum of \$17,155,000. Medical and sanitation supplies were valued at \$7,288,000.

Grain and grain products head the list of foodstuffs, with a value of \$57,320,000, followed by \$44,919,000 of pulses, described as the "edible seeds of leguminous plants, such as peas, beans and lentils", and dairy products to the value of \$23,456,000. Meat and meat products accounted for \$9,100,000 of the total.

Contributions through UNRRA to Greece

Food:—	\$'000
Grain and grain products.....	57,320
Pulses	44,919
Dairy products	23,456
Meat and meat products.....	9,100
Fish	8,825
Sugar	4,741
Fats, oils and soap.....	4,574
Dehydrated soup	1,319
Vegetables	1,051
Animal feed	1,641
Beverages	560
Vitamins and minerals.....	95
Fruits and fruit products.....	55
Clothing, textiles and footwear:—	
Finished clothing	9,124
Raw wool	4,572
Woollen textiles	3,801
Raw cotton	3,746
Footwear	3,569
Blankets and comforters.....	1,456
Cotton textiles	677
Sole leather	461
Woollen yarn	345
Upper leather	204
Hides	175
Agricultural and fisheries rehabilitation:—	
Live stock	4,196
Farm machinery	3,047
Pesticides	2,680
Seed	2,627
Fertilizer	1,642
Bagging	1,223
Fishing equipment	577
Repair materials and tools.....	517
Veterinary supplies	314
Food processing equipment.....	213
Industrial rehabilitation:—	
Transport and telecommunications.....	8,794
Fuels and lubricants.....	5,886
Materials, chemicals and stores.....	4,532
Public utilities	1,263
Building repair equipment.....	512
Machine repair equipment.....	361
Mining and quarry equipment.....	70

Textile Trade In Palestine Active

General market conditions in Palestine were fairly active during July, according to Barclays Bank Review. The retail trade in textiles, in particular, was reported more active, and the downward trend in prices seems to have been arrested. Haifa harbour has continued to present a busy appearance. Among the main articles imported have been building materials and machinery.

Enormous Resources of Brazil Include Poor Quality Coal

Postwar trade review reveals that fuel unsuited to steel industry—Washing plant established to improve value of coal—Imports progressively reduced by government order—No petroleum produced in Brazil.

By Maurice Bélanger, Commercial Secretary, Canadian Embassy

(Ed.—This is the second in a series of articles prepared for the *Commercial Intelligence Journal* on the United States of Brazil. Additional material on the resources of this republic will be published in forthcoming articles.)

Rio de Janeiro—Brazil is blessed with an enormous store of natural resources, of which a relatively small proportion has been translated into production. This applies particularly to those of a mineral character. This apparent backwardness is attributed to the tremendous size of the country and its inadequate transportation facilities, insufficient capital to provide for the full development of the resources and their distance from the principal consuming centres of the world. Excessive heat and poor sanitation in many of the richest areas are responsible for a shortage of labour, without which the wealth cannot be extracted.

It is estimated that prospecting has been undertaken in only one-third of the country. Material progress was made during the war, however, under the stimulus of urgent demands for strategic supplies. Production of iron, manganese and chromium ores was intensified, as well as the production and export of rock crystal, tantalite, scheelite, industrial diamonds and mica. A considerable increase was also noted in the production of mineral coal.

Large Forest Resources Utilized

The large forest resources of Brazil have also been used to great advantage. The production and exports of pine lumber and plywood, of hardwood logs and veneers have increased substantially. The shipments of pine boards and plywood to Great Britain from the southern states of Parana and Rio Grande do Sul were of considerable importance throughout the war, but transportation of these products from the interior to the seaports was difficult on account of inadequate railroad facilities.

Fuller utilization of Brazil's wide variety of oleaginous seeds and nuts was made during the war, while more oils and waxes were produced than in former years. Advantage is also being taken of the useful fibres that abound in the wild state and are under cultivation.

Efforts Made to Develop Mineral Coal

Efforts have been made for many years to develop Brazil's large known reserves of mineral coal, and to place these at the service of industry, but little progress was made until 1931, when the government stimulated the demand for domestic coal by forcing consumers of imported coal to purchase ten per cent of their total requirements in Brazilian coal. This proportion was increased to twenty per cent in 1937, providing an assurance of a stable market that encouraged the coal mining industry to improve its methods of production. Early in 1945, it was decided to cancel this obligation, but a similar measure may again be enacted, should conditions in the national

industry prove less favourable than at present. The following table indicates the progressive increase in Brazilian coal production since 1937, together with the progressive decline since then of coal imports:

Coal Production and Imports

	Local Production Tons	Imports Tons
1931.....	493,760	1,133,795
1932.....	542,773	1,099,228
1933.....	646,075	1,206,887
1934.....	730,622	1,079,549
1935.....	840,088	1,314,692
1936.....	662,196	1,290,032
1937.....	762,789	1,707,852
1938.....	907,224	1,575,996
1939.....	1,046,975	1,382,471
1940.....	1,336,301	1,209,242
1941.....	1,408,048	1,057,946
1942.....	1,757,021	616,000
1943.....	2,034,000	512,000

Problems Created by Admixture

Most of the mineral coal consumed in Brazil is used for the production of domestic gas, of electrical energy in thermal plants, and of steam in the boilers of coastal ships or railway locomotives. The compulsory admixture of local bituminous coal with that brought in from abroad had already created serious technical problems. The necessity of increasing the percentage of domestic coal, particularly during the height of enemy submarine activities, rendered these problems so difficult and their solution so costly that it would appear only sheer necessity could bring about this increased consumption. Modifications have now been made in the design of boilers and stills that enable domestic coal to be used to a greater extent than previously. If the cost can be maintained at a sufficiently low level, in relation to that of imported coal, to compensate for its low calorific value, consumption may be maintained at a higher level than before.

Brazilian Coal Unsuitable to Steel Industry

Brazilian coal is not used in the iron and steel industry, as it contains a percentage of sulphur that makes its use technically impossible, in addition to a high proportion of ash. It has always been understood, however, that a large-scale iron and steel industry could not be built up without the possession of substantial quantities of domestic coal. Any project that would merely have replaced dependence on foreign steel by dependence on foreign fuel would have been unacceptable to this country. Adoption of the so-called national steel plan was contingent, therefore, upon the solution of technical problems created by the peculiar qualities of Brazilian coal. Extensive experiments have now been carried out in the United States, which are reported to have given satisfactory results. A special process was evolved for improving the value of the coal by washing.

Coal Washing Plant Established

Construction of a washing plant in Santa Catarina was entrusted to the MacNally Pittsburgh Manufacturing Company. It is located in Tubarão, near the ports of Imbituba and Laguna, in the southern part of the state of Santa Catarina. It will be owned by the National Steel Company (Volta Redonda), but there will be a surplus over and above the company's requirements, as the plant will have a capacity of 400 tons of coal per hour or about two million tons per year. Critics of the Volta Redonda project allege that the washing process is very costly, and that

the price of Tubarão coal will be so high that it will not find a market outside of Volta Redonda, which is committed to its use. The original plan provided for the exclusive use of domestic coal, but recently there has been talk of using fifty per cent each of domestic and foreign coal.

The Tubarão washing plant will furnish three grades of coal: (a) Metallurgical coal for coke ovens, with 16 per cent ash and 1.5 per cent sulphur; (b) coal for steam boilers, with 22 per cent ash and 2.5 per cent sulphur; (c) inferior coal with 35 per cent ash, for local use.

Construction of an electric power plant is under way near that established for washing coal, and will use third-class fuel. It has been designed for an installed capacity of 15,000 h.p., and will furnish power for the coal mines and other industries in the vicinity.

Shipbuilding Program Proposed

Harbour facilities at Imbituba and Laguna are being improved, and it is reported that plans have been made for the government shipyards to build vessels specially adapted to the coastal trade. The first of these will be of 3,500 tons, have a speed of ten knots and sufficiently shallow draft to permit them to enter these two ports in their present condition. Larger vessels of 8,000 tons are under consideration, but their construction will be delayed until after improvements at Imbituba have been completed. The Dona Teresa Cristina Railway, in Santa Catarina, is also being improved to take care of the extra traffic. The Tubarão washing plant, which is nearing completion, will be finished before Volta Redonda is ready to use its product.

Domestic coal prospects are not considered by independent experts to be very promising, unless reserves of better-grade coal are found in the vicinity of industrial centres. Discoveries have been made more recently in the states of Paraná and São Paulo, and the quality of the coal is said to be much higher. Unconfirmed reports indicate that the fuel found in São Paulo State contains only twelve per cent ash and less than 1.5 per cent sulphur, but there are no reliable estimates concerning the extent of the deposits or the cost of extraction.

No Petroleum Produced in Brazil

There is no petroleum production in Brazil, all gasoline and oil being imported. The volume and value of imports during the past eight years are as follows:

Gasoline and Fuel Oil Imports

	Gasoline		Fuel Oil	
	Tons	Crs. \$	Tons	Crs. \$
1938.....	361,337	172,637,000	632,124	111,891,000
1939.....	370,087	168,096,000	724,441	124,790,000
1940.....	368,398	198,370,000	694,092	171,101,000
1941.....	366,641	223,514,000	516,455	147,344,000
1942.....	251,038	182,152,000	382,970	144,954,000
1943.....	274,994	232,969,000	368,048	191,761,000
1944.....	303,700	198,400,000	294,000	110,000,000
*1945.....	340,760	202,436,000	350,071	118,195,000

* Eleven months.

The shortage of fuel oil, imports of which decreased by nearly 50 per cent between 1939 and 1943, created an acute problem for a great number of industries, among which were cement plants, steel plants, glass factories and many others burning fuel oil in boilers and furnaces. Under the guidance of a special commission, the consuming industries were successful in adjusting their requirements to the reduced supply by adapting their equipment for the use of wood or cottonseed cake. Monthly consumption in the state of São Paulo was reduced between 1939 and 1943 from 6,000

tons to 3,400 tons in the cement industry, from 2,700 to 1,800 tons in the steel industry, from 1,346 to 387 tons in glass factories and from 8,000 to 100 tons in steam boilers and burners used in various industries. The consumption of wood and charcoal was greatly increased, and there were serious shortages in many localities due to transport difficulties. New industries, such as the window-glass factory at Niteroi, were equipped to operate on charcoal and for conversion to fuel oil when imports are resumed at a satisfactory rate.

The partial shift from fuel oil to wood or charcoal did not adversely affect production as much as had been expected. Cement production dropped by only one per cent following a decrease of over 40 per cent in its consumption of fuel oil; the glass, steel and ceramic industries produced at record levels in spite of reductions ranging from 35 to 80 per cent in consumption of fuel oil.

Charcoal Used in Steel Industry

Until the shortage of imported coal necessitated the use of domestic coal in boilers and gas installations, wood and charcoal were the only domestic products widely used as fuel in Brazil. The iron and steel industry used about 35 million cubic feet of charcoal in the production of 200,000 tons of pig iron in 1943. There is a great abundance of fuelwood in practically all parts of the country, and experiments made by the large iron and steel mills in Minas Geraes show that with adequate reafforestation a plentiful supply can be maintained indefinitely within a reasonable distance of the mills. Reafforestation is at present the exception rather than the rule, particularly among small producers, and reserves in some regions are being seriously depleted. The shortage which developed in various districts in 1943 were due, however, more to transport difficulties than to actual shortages of wood. In view of the primitive methods generally used, it may be estimated that it requires about 3 cords of wood to produce a ton of charcoal. Transport of the wood and charcoal required for an expanding industry is placing a heavy strain on an inadequate transportation system.

First Shipment of Silk Cloth From Japan En Route to United States

Consignment of five million yards consists of assorted grades of habutae—Production vital to economy of country.

Tokio, September 14, 1946 (FTS)—Silk cloth, comprising 5,000,000 yards of assorted grades of habutae, a lightweight fabric suitable for industrial and clothing purposes, has recently been shipped from Japan to the United States by S.C.A.P. (Supreme Commander Allied Powers). This is the first consignment forwarded to the United States since the conclusion of hostilities.

Silk is considered of such vital importance to the economy of Japan that the practice of digging up mulberry trees to provide additional areas for the cultivation of foodstuffs will be discontinued. The *Nippon Times* reports that Colonel Boulware, of the production branch, Natural Resources Agricultural Division, advocates the utilization by Japan of increased silk production to purchase food from foreign countries, as the Island Empire is unable to grow sufficient food for its present population. Three years are required to bring a mulberry tree into production, he explained, and "in order to produce silk in the critical period ahead, the maintenance of mulberry trees now producing is essential".

Canada Provides Half World's Requirements of Newsprint

Production increased during quarter-century from 89.9 millions to over 190 millions, of which 94 per cent is exported—Canada partially replaces Scandinavia as source of supply in Latin America—Austerity program delays deliveries to Great Britain.

By E. Clarke, Export Division, Foreign Trade Service

Newsprint is the largest single manufacturing industry in Canada, and is currently operating at an all-time high of 99.2 per cent of its rated capacity. Newsprint is probably in shorter supply in markets of the world than any other major commodity, thereby creating a demand that is unprecedented.

Government controls of newsprint production and export allocation were removed by Canada on December 31, 1945, since when manufacturers have been free to select their own export markets, with the proviso of the Wartime Prices and Trade Board that domestic consumers be supplied with the same proportion of Canada's total production as during the prewar and wartime period. This amounts to about six per cent, or between 210,000 and 235,000 tons of an estimated production during 1946 of four million tons. The remaining 94 per cent is exported, approximately 81 per cent being shipped to the United States and 13 per cent to other world markets.

Prior to the outbreak of hostilities in 1939, Canadian producers had long-term contracts with the United States and other customers in Great Britain, Australia, New Zealand and South Africa on a requirements basis. These were held in abeyance during the war, but have once again become operative with the removal of allocations.

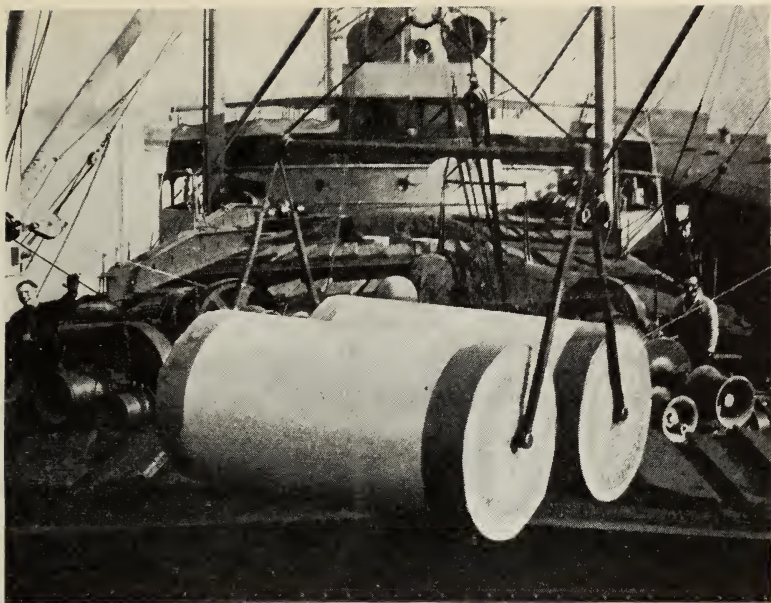
Heavy Newsprint Sales to United States

Sales of newsprint to the United States during the first seven months of 1946 amounted in value to \$121,395,000, thereby providing Canada with more United States dollars than any other single industry. Although producers are receiving fabulous offers for newsprint from all parts of the world, they have firm commitments with customers of long standing. An assured and continuous market for newsprint is considered more attractive than one presently more lucrative but likely to prove of a temporary nature. Canadian newsprint production is to a large extent financed by United States capital, consequently, during the last twenty years, shipments to the United States have increased in inverse ratio to the decline in production there of newsprint in favour of variegated paper and boards.

Deliveries to United Kingdom Delayed

The United Kingdom contracted in 1945 for 224,000 tons of Canadian newsprint, to be delivered in 1946. This amount was reduced to 50,000 tons, due to Britain's shortage of dollar exchange and her austerity program. It was to be understood, however, that the difference should be spread over 1947 and 1948, providing the necessary foreign currency was available. It is now reported that the proportion for 1947 will total 100,000 tons.

Australia offers the largest market of others in the British Commonwealth, and in the 1935-1939 period was second only in importance to



Newsprint continues as one of principal Canadian exports, amounting in first six months of this year to 36,206,148 cwts., valued at \$119,855,685. Of this quantity, five million cwts. were shipped to countries other than the United States.

the United States. T. B. Fallows, of the Newsprint Association of Canada, is presently in Australia, arranging for shipments during 1947 and 1948, which are expected to exceed those of 1946. New Zealand also provides a steady and continuing market for Canadian newsprint, and is expected during the next two years to purchase increased quantities of this commodity from Canada.

South Africa Buying Paper from Sweden

South Africa, according to reports, has recently arranged to purchase paper, including newsprint, and lumber from Sweden during the next nine months. However, it is believed that Canada will increase the volume of her shipments to South Africa. With the exception of the British West Indies, other consumers in the British Commonwealth, such as Ceylon and India, cannot be considered traditional customers for Canadian newsprint. Special allocations from Canadian supplies were made to these countries, and to Egypt, during the period of hostilities by government authorization. Since the termination of these arrangements, the British West Indies have received more newsprint, Ceylon slightly less, while Egypt and India have purchased about the same amount. In all cases, however, shipments are far in excess of those made before the war.

Market in Latin America Expanding

Canada is supplying the Latin American republics with considerably more newsprint since the removal of allocations, and infinitely more than in prewar years. She is now the principal source of supply for this large area, replacing Scandinavian countries in this respect. Canada has never been able to compete with Finland, Norway and Sweden in supplying the European market, which may reasonably be expected to secure requirements

of newsprint from those countries when their producers have recovered from effects of the war. Factors influencing the future position and present low production include the economic dislocation of the paper industry, the diversion of pulpwood to ease fuel shortages and the allocation to Russia of a large proportion of Finland's output for some years to come, as a partial settlement of reparations. It is unlikely that the U.S.S.R. will have more than a small exportable surplus of newsprint for a relatively long period.

Countries of the Middle East have never been traditional markets for Canadian newsprint, and are therefore assigned secondary roles to those offering a continuing demand in the future.

Demands for Newsprint Materially Increased

Demands for newsprint increased materially during the war, due in large measure to the greater interest in the news of its progress in many theatres around the world. There was also a rise in the advertising lineage, military and other government requirements, and it may be noted that the standard of literacy has risen in many countries. There is no indication that demands for newsprint will slacken as a result of the conclusion of hostilities. Canada, which is now supplying almost half the world's newsprint needs, will be faced with a heavier demand for this product for many years.

Newsprint production in Canada during the last quarter-century has increased steadily from \$89.9 millions in 1920 to over \$190 millions in 1945. There is every indication that this expansion will continue, in view of the saleability of a product for the manufacture of which nature has furnished raw materials in such profusion. It is essential, however, that every effort be made to protect Canada's forest resources from the ravages of fire and insects. She has a heritage in timber that plays an important part in the planned economy of the Dominion.

Reports on German Scientific and Technical Activities Available

Third list of reports on industry and developments in the Reich, obtainable on loan from the National Research Council—Teams of specialists, including Canadians, toured Germany after conclusion of hostilities.

Canadian, British and American teams of specialists have toured Germany since the conclusion of hostilities in an effort to uncover scientific and technical information formerly withheld from other countries. These groups of investigators have visited Germany under the auspices of the Combined Intelligence Objectives Subcommittee (CIOS), the British Intelligence Objectives Subcommittee (BIOS), and the Field Information Agency, Technical (FIAT).

Copies of their reports on German technical developments and controlled industry may be secured on loan from the Liaison Office, National Research Council, Ottawa. The "targets", or subjects under investigation, are so numerous that it would not be practicable to list them in a single issue of the *Commercial Intelligence Journal*. However, as a service to readers who may be interested in obtaining reports that might possibly furnish them with information concerning their own activities, a limited number will be listed each week. The second list appears in this issue.

In order to facilitate the location and provision of these reports, reference numbers should be quoted when application is submitted to the National Research Council for any particular report or document. In view of the limited number of copies available, it has been requested that these should be read and returned to the National Research Council with a minimum of delay. It will be noted that the reports are classified, though this does not necessarily indicate there are no others on the subjects noted. Additional reports are being prepared, and will be listed from time to time as they become available.

Kindly mention the *Commercial Intelligence Journal* in submitting applications for reports, in order that it may be determined whether this service is of material value to readers.

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Seed Potato Production Promoted By Cuban Ministry of Agriculture

Canadian film, "Certified for Seed", used to illustrate talks by Dr. Manuel A. Tamargo, Seed Potato Specialist—Showing in Havana Planned.

By R. G. C. Smith, Commercial Secretary, Canadian Embassy

Havana, September 13, 1946.—Canadian certified seed potato producers may derive satisfaction from the knowledge that efforts are being made to arouse the interest of Cubans in this commodity by Dr. Manuel A. Tamargo, Chief of the Tuber and Grain Division, Department of Agriculture, who is an expert on seed potatoes. Dr. Tamargo is presently touring the potato areas in Oriente Province, and is using the film prepared by the Department of Trade and Commerce, in Ottawa, entitled "Certified for Seed", to illustrate his lectures. On his return to Havana, it is proposed to screen this film for the benefit of importers and growers in this vicinity, together with other officials of the Ministry of Agriculture.

(Editor's Note—Mention was made in the August 17 issue of the *Commercial Intelligence Journal* of the fact that an official of the Cuban Department of Agriculture had visited Canada in May, and was conducted on a tour of areas in the Maritime Provinces producing seed potatoes. As a result of his conversations here and representations made by the Commercial Secretary for Canada in Havana, the Cuban Government authorized amendments to recent legislation that would have prohibited any large scale importation of seed potatoes from Canada.)

Foreign Trade Week in Toronto

Public attention will be directed, during the first week of November, to the importance of external trade in the planned economy of this country through efforts of the Canadian Exporters' Association. "Foreign Trade Week" will be observed in Toronto from November 3 to 9, and the association will hold its annual meeting on Friday, November 8.

South African Jewellery Market Flooded

Johannesburg, September 23, 1946 (FTS).—Canadian manufacturers of costume jewellery are advised that the South African market is flooded. Until recently, there was an unqualified demand for this commodity. But, as the industry is one of the first to recover from wartime shortages, a seller's market no longer exists in this country. Supplies are being received freely from Great Britain, Switzerland, the United States and other countries. Retail buyers no longer buy from catalogues, as previously. Reliable agents indicate that recent offers are too high in price, and that they are not presently interested in the purchase of costume jewellery.

This does not mean there is no market for costume jewellery in South Africa, but that it is flooded, with competition of the 1930's again prevalent. There is a domestic industry in the Union, but it is a "war baby", like many new enterprises in this country, and can compete only in the low price field.

(Editor's note—The office of the Commercial Counsellor for Canada is being besieged with requests from Canadian firms for assistance in marketing costume jewellery.)

Trade and Tariff Regulations

Market for Linseed Oil in British Guiana

Georgetown, British Guiana, September 12, 1946.—Importers of linseed oil, paints and varnishes containing linseed oil have been notified by the Commodity Control Office that they should endeavour to obtain supplies from sources other than the United Kingdom, due to the shortage of such commodities in that country.

Barbados Will Admit Radios

Bridgetown, August 28, 1946.—The Barbados Control Board issued a notice today that it had been decided to admit a limited number of radios from Canada. Importers have been invited to submit a statement of their requirements for 1946.

Britain Permits Limited Biscuit Imports

London, September 23, 1946 (FTS).—Limited imports of biscuits will be permitted by the British Ministry of Food, subject to rationing restrictions and price control. Only those importers who were engaged in this trade before the war are eligible for import licences. Canadian firms wishing to secure further particulars should communicate with the Export Division, Foreign Trade Service, in Ottawa, or with the Commercial Counsellor for Canada, in London.

Brazil Lifts Duty on Book Printing Paper

Rio de Janeiro, September 12, 1946 (FTS).—By a decree-law of September 6, 1946, white or coloured newsprint paper, rough on both surfaces, calendered, couché, glazed or smooth and buffon in reams for printing books is admitted into Brazil free of customs duty and other charges on imports. In order to obtain this concession, the paper must have in all its length or width waterlines separated from 4 to 6 centimetres one from the other or bear the watermarked word "Livro" (book) at regular intervals. For the purpose of this decree-law, a book is considered as a publication of more than 50 pages, of cultural or educational nature, without the characteristics of commercial propaganda.

Venezuelan Documentation Requirements

Canadian exporters are reminded that, when making shipments to Venezuela, whether by freight, parcel post or air express, exacting requirements are prescribed by the Venezuelan customs law concerning the completion of shipping documents. For shipments by freight, the original and five copies of the consular invoice on special forms supplied by the consul must be furnished. The form must be filled out in Spanish and the goods described therein in the terms of the appropriate item of the Venezuelan customs tariff. In addition, five copies of the commercial invoice on the shipper's own form, and one signed copy of the bill-of-lading must be presented to the consul for legalization. Detailed instructions regarding Venezuelan documentation requirements are contained in a leaflet recently issued by the Foreign Trade Service, Department of Trade and Commerce. Persons interested in this subject may obtain a copy free of charge by writing the Foreign Tariffs Section, Department of Trade and Commerce, Ottawa.

Rhodesia Requires Jute Product Permits

Johannesburg, September 21, 1946 (FTS).—Permits are required for the importation of jute and jute products into Southern Rhodesia, including bags, hessian and twine from all sources. An amendment to the Import Control Regulations of Southern Rhodesia to this effect was issued on August 16.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

112. **Belgium**—Louis Facon, 83 Avenue Clays, Brussels, is interested in purchasing outright on a cash basis calculating, adding, bookkeeping machines and, particularly, rebuilt typewriters. Canadian firms interested should communicate directly with the Brussels firm, sending copies of their correspondence to the Commercial Secretary, Canadian Embassy, Brussels. File: 24309.
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New Zealand Seeks Electrical Equipment

Auckland, September 21, 1946 (FTS).—Tenders for electrical equipment, as follows, have been called by the State Hydro-electric Department, New Zealand. These close with the Secretary, Tenders Committee, State Hydro-electric Department, on January 21, 1947.

- (a) 11 KV Control and Relay Board—Contract No. 8 (Section 196), Christchurch District, Ashburton Substation.
- (b) 11 KV Control and Relay Board—Contract No. 9 (Section 196), Christchurch District, Oamaru Substation.

(Editor's Note—Specifications may be inspected by interested Canadian firms on application to the Foreign Trade Service, Department of Trade and Commerce, Ottawa, quoting File No. 29048.)

Richard P. Bower Commercial Secretary in London

Richard P. Bower, who joined the Foreign Trade Service in 1930 and was recently employed with the "procurement" branch of the Wartime Prices and Trade Board, in London, England, has been appointed Commercial Secretary for Canada in London. He succeeds H. L. E. Priestman, who is proceeding to Dublin. Mr. Bower was born of Canadian parents in Kansas City, Missouri, but was brought to Canada at an early age, receiving his education in Winnipeg. He was associated with the Manitoba Paper Company, at Pine Falls, and with the Hudson's Bay Company, in Winnipeg, before joining the Foreign Trade Service. He has served in Rotterdam, Batavia, Auckland, Sydney, Australia, and St. John's, Newfoundland, where he attained the full rank of Trade Commissioner in July, 1944.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.

Brockville—Chamber of Commerce.

Calgary—Board of Trade.

Edmonton—Can. Manufacturers' Association.

Gananoque—Chamber of Commerce.

Guelph—Board of Trade.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Kentville—Board of Trade.

Kitchener—Chamber of Commerce.

London—Chamber of Commerce.

Montreal—Montreal Board of Trade.

Niagara Falls—Chamber of Commerce.

Quebec City—Board of Trade.

St. Catharines—Chamber of Commerce.

Saint John—Board of Trade.

Toronto—Can. Manufacturers' Association.

Vancouver—Can. Manufacturers' Association.

Victoria—Dept. of Trade and Industry.

Welland—Board of Trade.

Windsor—Chamber of Commerce.

Winnipeg—Can. Manufacturers' Association.

Maurice Bélanger, commercial secretary, Canadian Embassy, Rio de Janeiro, will resume his Canadian tour in Ottawa on September 16.

H. L. Brown, recently returned from Johannesburg, South Africa, where he was trade commissioner, began his Canadian tour in Toronto on July 15. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo. Due to unforeseen circumstances, the tour in Eastern Canada of Mr. Brown has been postponed indefinitely.

J. C. Depocas, formerly trade commissioner at Buenos Aires, where his territory included Uruguay and Paraguay, commenced his Canadian tour in Fredericton, N.B., on September 9. On the conclusion of his tour, Mr. Depocas will open a new office of the Trade Commissioner Service at Sao Paulo, Brazil.

Richard Grew, recently trade commissioner at Cairo, commenced his Canadian tour in Victoria on September 20. His territory included the Sudan, Palestine, Cyprus, Iraq, Syria, Iran and Turkey.

K. F. Noble, formerly trade commissioner at Sydney, where his territory included the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies, commenced his Canadian tour in Ottawa on August 22. On the conclusion of his tour, Mr. Noble will take up the post of trade commissioner at Hong Kong.



Their itineraries are as follows—

Maurice Bélanger

(Commercial Secretary, Canadian Embassy, Rio de Janeiro)

Winnipeg—October 8-10.

Ottawa—October 13.

J. C. Depocas

(Appointed Trade Commissioner at São Paulo)

Gananoque—October 8.
Toronto—October 9-17.
Hamilton—October 18-19.
St. Catharines—October 18-19.
Niagara Falls—October 18-19.
Brantford—October 22.
London—October 23.
Walkerville—October 24.

Sault Ste. Marie—October 25.
Kitchener—October 28.
Guelph—October 29.
Winnipeg—November 1.
Edmonton—November 3.
Vancouver—November 5-14.
Victoria—November 5-14.

K. F. Noble

(Appointed Trade Commissioner at Hong Kong)

Toronto—September 30-October 11.
Hamilton—October 14-15.
Welland—October 16.
London—October 18.
Windsor—October 19-21.
Kitchener—October 23.

Winnipeg—October 25.
Edmonton—October 28.
Calgary—October 29.
Trail—November 5.
Vancouver—November 7-19.
Victoria—November 20-21.

Richard Grew

Ottawa—October 7.
Quebec City—October 15.

Halifax—October 17
Saint John—October 18-19

Canadian Office Moved to Wellington

The office of the Commercial Secretary for Canada in New Zealand has been transferred from Auckland to Wellington, as it is believed that closer relations with government officials in the capital can thereby be maintained, and the flow of trade between the two countries facilitated. Close contact will be retained, however, with the commercial community of Auckland, largest city in the Dominion. The new postal address in Wellington is P.O. Box 1660.

Japan Exchanges Foodstuffs from United States for Her Oysters

Thirty thousand boxes of oysters being shipped this year, and fifty thousand planned for 1947.

Tokio, September 21, 1946 (FTS).—Thirty thousand boxes of oysters will be exported from Japan for breeding purposes during the current calendar year. Shipments are planned by the Ministry of Agriculture and Forestry, constituting collateral for staple foodstuffs purchased from the United States.

Prior to the commencement of hostilities, some sixty thousand boxes of oysters were shipped annually to the United States. It is expected that shipments will be increased from thirty thousand this year to fifty thousand next year.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the company or agent indicated.

Departures from Montreal

*Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques...	October 4-12	<i>Ormos</i>	Elder Dempster
Lourenco Marques...	October 17-25	<i>Cabano</i>	Elder Dempster
Lourenco Marques...	November 2-10	<i>A Ship</i>	Elder Dempster
Lourenco Marques...	November 16-24	<i>Cambray</i>	Elder Dempster
Africa-South—			
Cape Town.....	October 4-12	<i>Ormos</i>	Elder Dempster
Port Elizabeth.....	October 5-10	<i>Empire Maggie</i>	Montreal Shipping
East London.....	October 17-25	<i>Cabano</i>	Elder Dempster
Durban.....	November 2-10	<i>A Ship</i>	Elder Dempster
	November 16-24	<i>Cambray</i>	Elder Dempster
Argentina—			
Buenos Aires.....	October 5-10	<i>White Swallow</i>	Montreal Shipping
Buenos Aires.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Australia—			
Brisbane.....	October 18	<i>Lanarkshire</i>	M.A.N.Z. Line
Sydney.....	October 25-31	<i>Samteviot</i>	M.A.N.Z. Line
Melbourne.....			
Belgium—			
Antwerp.....	October 4-6	<i>Prins Willem Van Orange</i>	Shipping Limited
Antwerp.....	October 7-15	<i>Marchport</i>	Shipping Limited
Antwerp.....	October 10-12	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	October 12	<i>Harpefjell</i>	Brock Shipping
Antwerp.....	October 18	<i>Rutenfjell</i>	Brock Shipping
Antwerp.....	October 14-21	<i>Twickenham</i>	Cunard White Star
Antwerp.....	October 20-28	<i>Marchdale</i>	Shipping Limited
Antwerp.....	October 24	<i>Grey County</i>	Canada Steamships
Antwerp.....	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited
Antwerp.....	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	November 15-16	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	November 15-19	<i>Beaconsfield</i>	Cunard White Star
Brazil—			
Rio de Janeiro.....	October 5-10	<i>White Swallow</i>	Montreal Shipping
Santos.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Br. Honduras—			
Belize.....	October 5-9	<i>Vest</i>	Saguenay Terminals

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator or Agent
Ceylon— Colombo.....	September-October	A Ship	McLean Kennedy
China— Shanghai.....	October 2-5	<i>City of Yokohama</i>	McLean Kennedy
Colombia— Barranquilla.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Costa Rica— Port Limon.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Cuba— Havana.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Curaçao.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Egypt— Alexandria..... Port Said.....	October 6	<i>Denybryn</i>	McLean Kennedy
Eire— Dublin.....			
France— Channel Ports.....		A Ship	Montreal Shipping
Germany— Hamburg..... Hamburg.....	October 7-15 October 20-28	<i>Marchport</i> <i>Marchdale</i>	Shipping Limited Shipping Limited
Guatemala— Puerto Barrios.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Greece— Piræus.....	October 1-7	<i>Mount Alta</i>	Montreal Shipping
Holland— Rotterdam.....	October 4-6	<i>Prins Willem Van Orange</i>	Shipping Limited
Rotterdam.....	October 7-15	<i>Marchport</i>	Shipping Limited
Rotterdam.....	October 10-12	<i>Prins Willem I V</i>	Shipping Limited
Rotterdam.....	October 12	<i>Harpefjell</i>	Brock Shipping
Rotterdam.....	October 18	<i>Rutenfjell</i>	Brock Shipping
Rotterdam.....	October 20-28	<i>Marchdale</i>	Shipping Limited
Rotterdam.....	October 24	<i>Grey County</i>	Canada Steamships
Rotterdam.....	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited
Rotterdam.....	November 13-16	<i>Prins Willem I V</i>	Shipping Limited
Rotterdam.....	November 14-16	<i>Prins Maurits</i>	Shipping Limited
Rotterdam..... Amsterdam.....	October 14-21 November 20	<i>Twickenham</i> <i>Beaconsfield</i>	Cunard White Star Cunard White Star
Hong Kong.....	October 6	<i>City of Yokohama</i>	McLean Kennedy
India— Karachi..... Bombay..... Madras..... Calcutta.....	October 6	<i>Denybryn</i>	McLean Kennedy
Mediterranean— Central Area..... Central Area..... Central Area.....	October 1-7 October 10-18 October 27-30	<i>Mount Alta</i> <i>Mont Clair</i> <i>Fort Island</i>	Montreal Shipping Montreal Shipping Montreal Shipping
Mexico— Vera Cruz.....		A Ship	Canadian National
Newfoundland— St. John's..... St. John's..... St. John's.....	October 8-10 October 10-12 October 21-24	<i>Elgin</i> A Ship <i>Blue Peter II</i>	Furness Withy Shaw Steamships Montreal Shipping
Corner Brook.....		A Ship	Clarke Steamships

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator or Agent
New Zealand—			
Auckland.....	Early November	A Ship	M.A.N.Z.
Wellington.....			
Lyttleton.....			
Dunedin.....			
Northern Ireland—	Regular Sailings	A Ship	McLean Kennedy
Panama—			
Cristobal.....	October 5-9	<i>Vest</i>	Saguenay Terminals
Philippines—			
Manila.....	October 6	<i>City of Yokohama</i>	McLean Kennedy
Puerto Rico—			
San Juan.....		A Ship	Saguenay Terminals
San Domingo—			
Ciudad Trujillo.....		A Ship	Saguenay Terminals
Scandinavia—			
Baltic Ports.....	October 5-9	<i>Stegholm</i>	Swed. Amer. Mexico
Baltic Ports.....	October 25-29	<i>Laholm</i>	Swed. Amer. Mexico
United Kingdom—			
Avonmouth.....	October 14-18	<i>Parthenia</i>	Cunard White Star
Avonmouth.....	October 16	<i>Empire Kangaroo</i>	Donaldson Atlantic
Avonmouth.....	October 26-30	<i>Delilian</i>	Donaldson Atlantic
Glasgow.....	October 7-11	<i>Dorelan</i>	Donaldson Atlantic
Glasgow.....	October 14-18	<i>Norwegian</i>	Donaldson Atlantic
Hull.....		A Ship	McLean Kennedy
Leith.....		A Ship	Cairn-Thomson
Liverpool.....	October 12	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	October 12-17	<i>Cavina</i>	Donaldson Atlantic
Liverpool.....	October 17	<i>Valacia</i>	Cunard White Star
Liverpool.....	October 19	<i>Beaverford</i>	Canadian Pacific
London.....	October 11	<i>Beaver Glen</i>	Canadian Pacific
London.....	October 12	<i>Harpefjell</i>	Brock Shipping
London.....	October 18	<i>Rutenfjell</i>	Brock Shipping
Manchester.....	October 10	<i>Manchester Trader</i>	Furness Withy
Manchester.....	October 12-17	<i>Manchester Progress</i>	Furness Withy
Manchester.....	October 19-23	<i>Manchester Shipper</i>	Furness Withy
Manchester.....	November 7	<i>Manchester Commerce</i>	Furness Withy
Newcastle.....	Regular Sailings	A Ship	Cairn-Thomson
Uruguay—			
Montevideo.....	October 5-10	<i>White Swallow</i>	Montreal Shipping
Montevideo.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Venezuela—			
La Guaira.....		A Ship	Saguenay Terminals
Maracaibo.....	October 5-9	<i>Vest</i>	Saguenay Terminals
West Indies—			
Antigua.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Antigua.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Antigua.....	October 17-25	A Ship	Alcoa Steamships
Antigua.....	October 20-25	* <i>Colborne</i>	Canadian National
Barbados.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Barbados.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Barbados.....	October 17-25	A Ship	Alcoa Steamships
Barbados.....	October 20-25	* <i>Colborne</i>	Canadian National
Bermuda.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	October 3-7	* <i>Maisonneuve Park</i>	Canadian National
Bermuda.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships

Departures from Montreal—*Conc.*

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Bermuda.....	October 17-25	A Ship	Alcoa Steamships
Bermuda.....	October 20-24	* <i>Canadian Observer</i>	Canadian National
Br. Guiana.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Br. Guiana.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Br. Guiana.....	October 17-25	A Ship	Alcoa Steamships
Br. Guiana.....	October 20-25	* <i>Colborne</i>	Canadian National
Dominica.....	October 20-25	* <i>Colborne</i>	Canadian National
Grenada.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Grenada.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Grenada.....	October 17-25	A Ship	Alcoa Steamships
Grenada.....	October 20-25	* <i>Colborne</i>	Canadian National
Guadeloupe.....		A Ship	Saguenay Terminals
Jamaica.....	October 3-7	* <i>Maisonneuve Park</i>	Canadian National
Jamaica.....	October 20-24	* <i>Canadian Observer</i>	Canadian National
Martinique.....		A Ship	Saguenay Terminals
Montserrat.....	October 20-25	* <i>Colborne</i>	Canadian National
Nassau.....	October 3-7	* <i>Maisonneuve Park</i>	Canadian National
Nassau.....	October 20-24	* <i>Canadian Observer</i>	Canadian National
St. Kitts.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Kitts.....	October-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Kitts.....	October 17-25	A Ship	Alcoa Steamships
St. Kitts.....	October 20-25	* <i>Colborne</i>	Canadian National
St. Lucia.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Lucia.....	October 17-25	A Ship	Alcoa Steamships
St. Lucia.....	October 20-25	* <i>Colborne</i>	Canadian National
St. Vincent.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Vincent.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Vincent.....	October 17-25	A Ship	Alcoa Steamships
St. Vincent.....	October 20-25	* <i>Colborne</i>	Canadian National
Trinidad.....	Sept. 27-Oct. 5	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	October 7-15	* <i>Alcoa Pilgrim</i>	Alcoa Steamships
Trinidad.....	October 17-25	A Ship	Alcoa Steamships
Trinidad.....	October 20-25	* <i>Colborne</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the above table, the following departures are listed by operators:—

Destination	Loading Date	Vessel	Operator or Agent
Iceland—			
Reykjavik.....		A Ship	F. K. Warren Ltd.
Newfoundland—			
St. John's.....	October 4-6	<i>Savoy</i>	Furness Withy
St. John's.....	October 8-11	<i>Fort Amherst</i>	Furness Withy
St. John's.....	October 15-18	<i>Fort Townshend</i>	Furness Withy
United Kingdom—			
Liverpool.....	October 31	<i>Pacific Enterprise</i>	Furness Withy
Southampton.....		A Ship	Cunard White Star
West Indies—			
Bermuda.....	October 15-18	<i>Fort Amherst</i>	Furness Withy

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, loading berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenco Marques...	October 19	<i>Lake Kootenay</i>	North Pacific Shipping
Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban.....	October 22	<i>Silverwalnut</i>	Dingwall Cotts
Cape Town..... Durban.....	October 19	<i>Lake Kootenay</i>	North Pacific Shipping
Argentina— Buenos Aires..... Buenos Aires..... Buenos Aires..... Buenos Aires.....	October 7-11 October 31 October-November November	<i>Ringleader</i> <i>Fisk Victory</i> A Ship <i>Hardanger</i>	Balfour Guthrie Balfour Guthrie Empire Shipping Empire Shipping
Australia— Brisbane..... Sydney..... Melbourne.....	October 18 Late October Late November	<i>Boolongena</i> <i>Suva</i> <i>Lautoka</i>	Empire Shipping W. R. Carpenter W. R. Carpenter
Hobart..... Melbourne..... Sydney.....	October 8	<i>Wairuna</i>	Canadian Australasian
Sydney..... Melbourne.....	October 20 November 3	<i>Waihemo</i> <i>Yarrowonga</i>	Canadian Australasian Empire Shipping
Brazil— Rio de Janeiro..... Recife.....	October 7-11 October 31	<i>Ringleader</i> <i>Fisk Victory</i>	Balfour Guthrie Balfour Guthrie
Burma— Rangoon.....		A Ship	Dingwall Cotts
China— Shanghai..... Shanghai..... Shanghai..... Shanghai.....	October 24 October 25 November Mid-November	<i>Granville</i> <i>Vingnes</i> <i>Mongabarra</i> <i>Roseville</i>	Balfour Guthrie Empire Shipping Empire Shipping Balfour Guthrie
Shanghai..... Taku Bar.....	October 25	<i>Vingnes</i>	Empire Shipping
Shanghai..... Tsingtao.....	October 18	<i>Parramatta</i>	Empire Shipping
Colombia— Cartagena..... Cartagena.....	October 7-11 October 31	<i>Ringleader</i> <i>Fisk Victory</i>	Balfour Guthrie Balfour Guthrie
Curaçao.....	October 7-11 October 31	<i>Ringleader</i> <i>Fisk Victory</i>	Balfour Guthrie Balfour Guthrie
France— North Coast.....	November	A Ship	Empire Shipping
Hawaii— Honolulu.....		A Ship	Dingwall Cotts
Hong Kong.....	October 24 Mid November	<i>Granville</i> <i>Roseville</i>	Balfour Guthrie Balfour Guthrie
India— Bombay.....	October.....	<i>Silverlarch</i>	Dingwall Cotts

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Mediterranean—			
Central Area.....	October	<i>Elias G. Kulukundis</i>	Empire Shipping
Central Area.....	November	<i>Socrates</i>	Empire Shipping
Mexico.....		A Ship	Gardner Johnson
Netherlands Indies..	October 26	<i>Silverlarch</i>	Dingwall Cotts
New Zealand—			
Auckland.....	October 8	<i>Wairuna</i>	Canadian Australasian
Wellington.....			
Auckland.....	October 20	<i>Waihemo</i>	Canadian Australasian
Wellington.....			
Lyttelton.....			
Palestine—			
Haifa.....	October 13	<i>Lake Kamloops</i>	North Pacific Shipping
Philippines—			
Cebu.....	October 24	<i>Granville</i>	Balfour Guthrie
Iloilo.....	October 26	<i>Silverlarch</i>	Dingwall Cotts
	Mid-November	<i>Roseville</i>	Balfour Guthrie
South Africa.....		A Ship	Canadian Transport
South America—			
East Coast.....		A Ship	Balfour Guthrie
South Sea Islands—			
Lautoka.....	October 20	<i>Waihemo</i>	Canadian Australasian
Suva.....			
Papeete.....	October 8	<i>Wairuna</i>	Canadian Australasian
Straits Settlements..	October 26	<i>Silverlarch</i>	Dingwall Cotts
Sweden.....		A Ship	Gardner Johnson
United Kingdom—			
Glasgow.....	October 25	<i>Corrientes</i>	Donaldson Line
Liverpool.....	October 25	<i>Corrientes</i>	Donaldson Line
Liverpool.....	Early October	<i>Atchison Victory</i>	Furness Pacific
Liverpool.....	Early October	<i>United Victory</i>	Furness Pacific
London.....	Early October	<i>Atchison Victory</i>	Furness Pacific
London.....	Early October	<i>United Victory</i>	Furness Pacific
Uruguay—			
Montevideo.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
Venezuela—			
Puerto Cabello.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie
Puerto Cabello.....	October 31	<i>Fisk Victory</i>	Balfour Guthrie
West Indies—			
Jamaica.....	Mid-October	<i>Canadian Constructor</i>	Canada Shipping
Trinidad.....	October 7-11	<i>Ringleader</i>	Balfour Guthrie

“Park” Ships Being Returned by C.P.S.

The S.S. *Riverview Park* and *Dentonia Park*, presently operated by the Canadian Pacific Steamships, will be returned to the Park Steamship Company in the near future. The former arrived recently in Halifax and the latter is due in Montreal shortly.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in respect of shipments to countries in non-sterling areas, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations Sept. 23	Nominal Quotations Sept. 30
Argentina.....	Peso	Off.	.2970	.2977
		Free	.2477	.2460
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0541	.0541
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2084
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupce	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3770	.3770
Netherlands East Indies.....	Florin	....	.3766	.3766
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2785	.2785
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0035	.0035
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5983).

Commodity Officers—

Foods—

Live stock and products, fish and products, H. A. Gilbert (2380).

Plants and products, G. F. Clingan (7523).

Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals—

Iron and steel products, E. L. Smith (4082).

Iron and steel products, T. S. Walsh (4082).

Non-ferrous metals and non-metallic minerals, A. M. Tedford (4160).

Chemicals and allied products, S. G. Barclay (7886).

Machinery and industrial equipment, C. J. Gardner (4082).

Electrical machinery and equipment, A. S. MacRae (7601).

Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber—

Textiles and apparel, G. R. Poley and J. U. Curtis (3004).

Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper—

Wood and products, G. H. Rochester (6974).

Paper and products, E. Clarke and N. R. Chappell (6974).

General Products—

General products, W. H. Grant (3209).

Miscellaneous products, P. G. Jones (4160).

Durable consumer-goods, W. H. Grant (3209).

Token Shipments to U. K.—W. H. Black (5983).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417); Assistant Director, C. F. McGinnis (7163).

Raw Materials Section—Chief, C. F. McGinnis (7163); (Supply Research), A. C. Fairweather (6905), P. E. Jensen (6958), and M. C. Hughes (6958); (Trade Controls), W. G. Hopkins (6552).

Manufactured Goods Section—H. B. Scully and G. C. Clarke (6519).

Trade Services Directory—A. J. Langdon (6905).

Canadian Importers' Directory—Miss M. E. Adams (6552).

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5468).

Commercial Relations Division—Director, H. R. Kemp (5151); Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819).

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, Chief, S. L. Tilley (6588).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in twenty-eight British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA (5091).

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—Excredcorp (2-4828).

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries (7818).

Canadian Trade Commissioners

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—
Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

E. H. MAGUIRE, Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).

Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.1.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrôpole, 7th Floor, Av. Presidente Wilson 165.

W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Caixa Postal 2164, Rio de Janeiro.

British Malaya

ARTHUR WILDING, Canadian Commercial Agent. Address for letters: Room D-2, Union Building, Singapore.

Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India.

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building.

Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523.

Territory includes Republic of Panama, the Canal Zone.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.

Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

RICHARD GREW. Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Guatemala

C. B. BIRKETT. Address for letters—P.O. Box 400, Guatemala City.

Territory includes Costa Rica, El Salvador Honduras and Nicaragua.

Hong Kong

C. R. GALLOW (Acting). Address for letters—P.O. Box 126.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

Ireland

E. L. MCCOLL and H. L. E. PRIESTMAN, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Canadian Trade Commissioners

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—% British Embassy, Rome.

Territory includes Czechoslovakia, Malta, and Yugoslavia.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 1660, Wellington.

Territory includes Fiji and Western Samoa.

Norway

S. G. MacDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, Cantracom.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province, Orange Free State and South-west Africa, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, Cantracom.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, Canadian Stockholm.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: R. P. BOWER, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England and East Anglia.

Cable address, Sleighing, London.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucum.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

London: R. D. ROE, Commercial Secretary for Canada (Timber Specialist), Canada House, Trafalgar Square, S.W.1.

Cable Address, Sleighing, London.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—8° Piso, Edif. America, Esq., Veroes, Caracas.

Territory includes Netherlands West Indies.

Commercial Intelligence Journal

Vol. LXXV

OTTAWA, OCTOBER 12, 1946

No. 2228



NOTICE TO SUBSCRIBERS

Subscribers are requested to renew their subscriptions to the *Commercial Intelligence Journal* on receipt of a notice from the King's Printer, Government Printing Bureau, Ottawa. Renewal notices will be mailed to subscribers four weeks prior to the expiry date of their subscriptions. If no reply has been received by this date, the name of the subscriber will be removed from the mailing list on the assumption that he no longer wishes to receive this publication.

The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, OCTOBER 12, 1946

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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Summary of Service to Traders (Inside back cover)	

COVER SUBJECT—Sydney, New South Wales, a city of 1,300,000 inhabitants and prewar terminus of a regular steamship passenger service between Vancouver, New Zealand and Australia. This will be partially resumed next month. Cargo liners connect this port with Canada's eastern and western seaboard, carrying thence Canadian goods valued at \$23,218,103 during the first eight months of this year, compared with \$19,710,260 during the corresponding period last year and with \$32,028,744 in the twelve months of 1939.

Peanuts Predominate Among Wide Variety of Large Nut Imports

Over 81,000,000 pounds of nuts, valued at \$12 millions, purchased by Canada last year—Figure exceeded in first seven months of 1946—Nuts are substitute for sweets, shortening and cooking fats in industry—Peanuts alone under price control.

By C. F. McGinnis, Import Division, Foreign Trade Service

Nuts, procured from many countries, contribute materially to Canadian industry and furnish a welcome substitute for sweets, of which there has for some time been a substantial shortage. The lowly nut now enjoys a prominent position among the twenty leading imports, purchases by Canada during the first seven months of the current calendar year having a value of \$12,865,000. This figure exceeds by \$813,000 the total imports for 1945, and is nearly four times that for 1938.

The peanut takes precedence among all nut imports, followed by almonds, walnuts, pecans, filberts and coconuts. More than sixty-six million pounds of peanuts were brought into Canada last year, having a value of \$6.2 millions. Occupation by the enemy of certain nut-producing areas, together with a shortage of shipping, compelled traders to seek new sources of supply. For instance, in 1938 China supplied Canada with 29,622,664 pounds of peanuts, representing four-fifths of her requirements at that time, with India in second position. Nigeria has taken the lead this year, followed by the United States, India, and Brazil.

Many Changes in Supply Sources

Further changes in the sources of supply are indicated in the statistics for 1945. Whereas almonds were formerly imported from Italy, the United States, France, Portugal and China, they are now obtained from Spain and Portugal. Walnuts, which originated before the war in India, Roumania, the United States and China, are presently purchased from the United States and India, both Roumania and China having been eliminated from the trade. Pecans were the exclusive production of the United States, so far as this country was concerned, while filberts were imported principally from Italy. Spain is now the chief source of supply for filberts, while Turkey is back in the market with sweet hazelnuts, pistachios and pin nuts.



Coconut requirements were filled largely by Jamaica and other islands in the Caribbean, while Brazil nuts, as their name implies, originated for the most part in that Latin American republic.

Cashew nut, fruit of the cashew, *cadju* or *acajou* tree, is a native of the Caribbean. It is popular, raw or roasted, in the tropics, and yields an oil that is claimed to be the equal of olive oil for culinary purposes. The pear-shaped part of the fruit stalk is eaten as a cashew apple.



More than a million coconuts were imported during the first six months of this year from British Honduras, Honduras, Puerto Rico, San Domingo, Mexico, United States, Cuba, Guatemala, Panama and Jamaica.

Peanuts Ease Shortage of Vegetable Oils

The following table reveals the substantial increase in the importation of edible nuts since prewar days. This can be attributed to the increased purchasing power of the Canadian public and, in some measure, to the shortage of sweets during the period of hostilities, continuing into the postwar period. Peanut imports were raised in an effort to ease the shortage of vegetable oils that substitute for lard and butterfat. More than fifty per cent of Canadian vegetable oil requirements are supplied by foreign countries.



Copra, the dried, broken kernel of the coconut, from which coconut oil is extracted by boiling and pressing, is obtained in large volume from the South Pacific, imports during the first six months of this year amounting to 14,782,983 pounds.

Principal Nut Purchases

	1945	1938	1945	1938
	(Pounds)		(Dollars)	
Peanuts	66,258,835	37,433,754	\$ 6,246,754	\$ 973,961
Almonds	4,358,208	1,815,000	1,696,000	422,971
Walnuts	4,628,348	6,594,135	1,483,320	894,826
Pecans	2,833,364	897,718	1,468,619	119,131
Filberts	1,950,646	844,339	494,652	91,404
*Coconuts	3,380	16,558,112	229	210,673
Miscellaneous .	1,259,364	3,205,698	662,084	607,998

*Number.

Prices Influence Nut Substitutions

The relationship between quantities and values is of particular interest. While the poundage of peanut imports has increased 75 per cent since 1938, the value has advanced by 258 per cent. Almonds, originating principally in Italy before the war, have increased by 135 per cent in quantity and 300 per cent in value. Pecans, from the United States and Mexico, trebled in volume between 1938 and 1945, whereas the advance was twelve-fold in value. The price relationship between the various tree nuts influences the degree of substitution, one for another, particularly as this relates to salted mixtures. Peanuts, because of their lower cost, have been substituted in large measure for the more expensive or less readily available varieties.

Apart from their consumption in the natural state, or as nuts, the principal industrial utilization of this commodity is found in the manufacture of biscuits, confectionery, salad oil and cooking oil. There has been a reduction in the use of edible nuts in the production of bread and sundry bakery items, due to the current scarcity of shortening and cooking fats. In this connection, it has been estimated that 51,520,000 pounds of peanuts were consumed by Canada in 1945 in the crushing and extracting industries, being used in the manufacture of salad and cooking oils. An additional 15,680,000 pounds were used in the manufacture of peanut butter.

Coconuts Replaced by Copra

Imports of coconuts experienced a substantial decline during the war from a total of 16,558,112 in 1938 to 3,380 in 1945. Copra, the dried, broken kernel of the coconut, from which coconut oil is extracted by boiling and pressing, was obtained in its stead. This commodity is bulk-purchased by the Commodity Prices Stabilization Corporation at a substantial trading loss. Importations were subsidized to the extent of \$666,130 to the end of December, 1945.

Green peanuts for processing are eligible for subsidy, subject to the conditions laid down by the Commodity Prices Stabilization Corporation. This is paid only when, prior to entry, arrangements have been made concerning such eligibility with the Corporation. The amount of the subsidy paid between December, 1941, and the end of 1945 totalled \$88,116. A measure of control is still being exercised. Peanuts from the United States are allowed to enter Canada under a general permit, but imports from other sources require a specific permit.

Canada Is Small Producer of Nuts

Official statistics fail to indicate the extent of Canadian nut production. The Okanagan Valley, in British Columbia, is the only region in which nuts are grown on a limited commercial scale in this country, though there are small quantities harvested in Ontario and Quebec. However, the industry has shown a measure of advance, and exports of edible nuts have increased from 5,885 pounds in 1924 to 636,200 pounds in 1945. It is readily appreciated that climatic conditions preclude the production on any large scale in Canada of tropical or semi-tropical nuts.

While the trend in recent years does not necessarily indicate the measure of imports in the future, there is every reason to expect a heavy inward flow for some time to come. Peanuts, of necessity, will be brought to Canada for crushing purposes so long as the shortage of fat prevails, while consumption in the candy and other confectionery industries may be affected by the amount of sugar available. Although all nuts, with the exception of peanuts, have been released from price control, foreign quotations may have an important bearing on the sources from which supplies are secured and the quantities consumed in this country.

Choice Selection for Christmas Trade

As conditions improve in Europe, it is probable that much of the Mediterranean production of nuts will be marketed in European countries. The expansion of crop areas or bountiful harvests can alter the supply position. However, the time should not be distant until existing trade restrictions on the movement of nuts are removed. In any event, there will be a choice variety available for Christmas stockings next December.

Japan Will Seek Whales for Food

Tokio, September 21, 1946 (FTS).—Japanese have been authorized by SCAP (Supreme Commander Allied Powers) to embark on a whaling expedition to the Antarctic, in an effort to alleviate the food shortage in this country. The whale oil will be allocated by the International Emergency Food Council, and the meat utilized for consumption in Japan.

According to the *Nippon Times*, care is being exercised to ensure that international whaling regulations are observed. Rivalry between commercial whaling interests will not be affected by this venture, in which trained personnel and equipment that would otherwise remain idle during this period of food shortages will be employed.

Forest Products Take Leading Role Among Exports of Commodities

Agricultural group relegated to second position, due principally to decline in wheat shipments and higher newsprint exports—Foreign sales of bacon and cheese raise animal products to third place.

Products of Canada's forests now occupy the leading role among the groups of commodities exported by Canada, whereas those of her fields and orchards have been relegated to second place. This situation may be attributed in large measure to the decline in the value of wheat shipments and to an increase in the shipments of newsprint. Animals and animal products are now in third position, rising one rung in the ladder since last year, whereas iron and its products have dropped from second to fourth place. There has been a substantial increase in bacon and cheese exports, whereas a material decrease has occurred in the exports of war supplies, particularly military vehicles.

As indicated in the *Commercial Intelligence Journal* last week, Canada's exports, excluding gold, during the first eight months of the current calendar year amounted to \$1,494.2 millions in value, compared with \$2,296.2 millions during the corresponding period last year. According to figures compiled by the External Trade Branch, Dominion Bureau of Statistics, there has been a total decrease of \$802 millions from the corresponding period in 1945. On the other hand, exports for the first eight months of 1946 are in excess of those for the twelve months of 1939 by \$567.2 millions.

Canadian Exports, by Commodity Groups

	8 Months 1946	8 Months 1945	12 Months 1939
	(Millions of Dollars)		
Wood, wood products and paper.....	378.8	309.2	214.5
Agricultural and vegetable products...	358.0	508.7	182.9
Animals and animal products	241.9	256.1	121.2
Iron and its products	170.1	471.3	58.7
Non-ferrous metals and products	163.3	252.8	272.6
Chemicals and allied products	45.5	84.9	20.6
Fibres, textiles and textile products...	39.7	41.8	13.3
Non-metallic minerals and products...	35.7	40.6	24.6
Miscellaneous commodities	61.2	330.8	18.6
	<hr/> \$1,494.2	<hr/> \$2,296.2	<hr/> \$ 927.0

Exports of wood, wood products and paper indicated an increase of 22 per cent over those for the corresponding period last year. They were 32 per cent higher in August, 1946, than in August, 1945, and nearly 10 per cent higher than in the preceding month. This condition can be attributed in part to the increased price of newsprint, though it was noted that actual shipments of both newsprint and lumber were greater than in August last year and in July this year.

Agricultural and vegetable products experienced an export decline during the first eight months of this year of 30 per cent from the corresponding period last year, due almost entirely to a reduction in grain shipments. There was a 50 per cent drop in August, compared with the same month in 1945, though it was only slightly lower than in July. Wheat shipments have fallen from a value of \$60.8 millions in August, 1945, to \$21.1 millions in July, 1946, to \$13.0 millions in August, 1946.



Douglas fir, of which Canada shipped planks and boards valued at \$12,057,266 during the first six months of this year to thirty-two countries. Nearly one-half went to the United Kingdom.

Bacon and Cheese Shipments Higher

Exports of animals and animal products increased 34 per cent in August, compared with the same month last year, and 50 per cent over July figures. Bacon shipments were higher by \$4·7 millions than in July, and cheese shipments were greater by \$7·0 millions.

Exports of iron and its products declined from \$471·3 millions during the first eight months of 1945 to \$170·1 millions during the corresponding period this year, due to lower shipments of munitions and other war supplies, including military vehicles in particular. There has been an increase of 40 per cent in the exportation of railway cars and automobiles from July, 1946.

Reduced shipments of aluminum, electrical and radio apparatus are responsible for a decline in exports of non-ferrous metals and their products, the respective figures for the first eight months of 1945 and 1946 being \$252·8 millions and \$163·2 millions. The August totals show an improvement of approximately 40 per cent, contributed by aluminum, copper and nickel, over the corresponding month last year, and a rise of 100 per cent over exports last July.

In the "miscellaneous commodities" group, there has been a natural decrease of \$172·9 millions in the exportation of cartridges, shipments during the first eight months of this year having a value of only \$572,000. There was also a decline in the number of aircraft manufactured and flown abroad of \$94·8 millions. The August figure is 150 higher in this group than for July, due to an increase in the sale of ships to foreign countries and in the volume of donations.

Canadian Exports, by Commodities

Articles Exported	Month of August		Eight Months ended August	
	1945	1946	1945	1946
	(Thousands of Dollars)			
AGRICULTURAL AND VEGETABLE PRODUCTS (total)	88,016	42,897	508,688	358,010
Fruits (total)	2,665	1,456	7,805	3,182
Fruits, fresh (total)	2,590	927	4,885	1,858
Apples, fresh	2	....	2,030	699
Fruits, dried (total)	5	....	1,135	35
Apples, dried	5	....	1,134	12
Fruits, canned	62	525	819	998
Fruit juices and fruit syrups	9	3	965	290
Nuts	2	....	175	38
Vegetables (total)	497	718	13,537	8,977
Vegetables, fresh (total)	181	309	6,775	2,134
Potatoes (except seed)	56	100	5,264	683
Vegetables, dried	133	1	4,445	3,345
Vegetables, canned	132	336	1,563	3,028
Pickles, sauces and catsups	51	72	755	470
Grains (total)	67,975	15,326	327,026	175,025
Barley	1,918	220	19,980	315
Wheat	60,821	13,024	266,748	158,398
Milled Products (total)	8,884	17,319	74,517	92,069
Flour of wheat	8,173	16,382	67,639	86,347
Prepared foods and bakery products (total)	184	396	1,690	1,836
Biscuits and bread	83	32	779	181
Cereal foods, prepared	49	81	524	528
Farinaceous products, other	459	707	2,737	4,861
Vegetable fats, edible	87	198	890	1,160
Sugar and products (total)	1,265	339	8,548	1,947
Sugar (refined)	559	1	2,560	68
Vegetable products, other, mainly food	193	347	1,621	2,096
Beverages, alcoholic (total)	1,572	2,451	18,225	23,836
Ale, beer and porter	354	556	3,563	3,195
Beverages, distilled (total)	1,205	1,889	14,576	20,601
Whiskey	1,116	1,721	13,930	19,139
Wines	13	7	85	39
Balsam	6	7	29	31
Oil cake and oil cake meal	10	....	16	58
Oils, vegetable, not edible (total)	136	99	1,596	2,323
Linseed and flaxseed oil	132	75	1,533	2,109
Plants, shrubs, trees and vines	7	2	60	152
Rubber (total)	2,793	1,864	24,749	14,642
Pneumatic tire casings	783	70	10,433	4,411
Inner tubes	68	13	931	612
Seeds (total)	106	113	11,854	8,704
Seed potatoes	....	....	3,145	2,576
Tobacco (total)	126	214	6,976	4,828
Tobacco, unmanufactured	19	188	6,065	4,492
Vegetable products, other, not food (total)	1,050	1,340	6,637	12,247
Hay	146	127	870	2,262
ANIMALS AND ANIMAL PRODUCTS (total)	31,022	41,623	256,136	241,855
Animals, living (total)	1,345	3,891	10,524	15,216
Cattle (except for stock)	624	985	4,728	7,255
Bones, horns and hoofs	13	26	193	175
Fish and fishery products, n.o.p. (total)	8,926	7,768	51,156	55,683
Fish, fresh and frozen	5,525	3,772	30,693	28,364
Fish, dried, salted, pickled, smoked	1,118	1,166	7,371	7,851
Fish, canned or preserved	2,248	2,758	12,945	19,020
Furs (total)	1,120	1,830	19,106	26,038
Undressed furs	1,013	1,727	18,413	25,066
Hair and bristles	64	120	540	870
Hides and skins, raw	21	122	176	1,395
Leather, unmanufactured	348	911	2,657	4,623
Leather, manufactured	246	1,187	2,231	6,218
Meats (total)	8,114	12,972	112,124	89,729
Bacon, hams, shoulders, sides	6,209	9,514	73,174	47,471
Milk and products (total)	7,107	9,506	19,975	18,481
Butter	174	420	1,343	1,208
Cheese	5,613	7,062	12,060	10,503
Animal oils, fats, greases and wax	619	203	4,225	1,657
Animal products, other (total)	3,098	3,086	33,231	21,770
Eggs in the shell	46	54	10,702	9,352
Eggs, processed	2,846	2,671	20,464	10,454

Canadian Exports, by Commodities—*Con.*

Articles Exported	Month of August		Eight Months ended August	
	1945	1946	1945	1946
	(Thousands of Dollars)			
FIBRES, TEXTILES AND TEXTILE PRODUCTS (total)	2,655	4,963	41,832	39,668
Cotton (total)	588	894	7,309	7,106
Cotton fabrics	278	409	3,626	3,345
Flax, hemp and jute (total)	71	293	1,278	2,129
Fibre and tow	34	196	1,021	1,474
Silk .....	.....	.....	.....	.....
Wool (total)	829	1,676	12,243	15,745
Wool, raw	399	29	2,480	1,154
Artificial silk (total)	238	1,076	7,284	5,035
Fabrics, artificial silk	91	313	965	1,562
Fibres and textiles, other	929	1,024	13,719	9,652
WOOD, WOOD PRODUCTS AND PAPER (total)	44,415	59,040	309,153	378,830
Wood, unmanufactured (total)	17,000	20,654	104,171	114,802
Logs	162	330	1,804	1,935
Planks and boards	9,623	10,873	60,905	65,599
Timber, square	144	26	614	556
Shingles	702	990	5,388	5,960
Pulpwood	3,255	3,972	14,528	18,377
Wood, manufactured (total)	9,669	9,962	73,688	78,543
Wood pulp	9,268	9,391	70,383	73,437
Paper (total)	17,385	27,812	128,073	181,460
Newsprint paper	15,506	25,248	112,229	167,832
Books and printer matter	362	613	3,220	4,025
IRON AND ITS PRODUCTS (total)	49,659	30,954	471,319	170,076
Iron ore	560	759	1,454	2,101
Ferro-alloys	1,417	820	10,945	6,549
Pigs, ingots, blooms, billets	739	5	3,214	3,147
Scrap iron	33	13	263	131
Castings and forgings	308	106	6,103	1,170
Rolling mill products	825	483	7,684	5,232
Pipes, tubes and fittings	265	132	2,181	887
Wire	176	52	1,992	596
Chains	35	13	124	122
Engines and boilers	1,712	2,555	14,382	21,872
Farm implements and machinery	1,593	2,126	13,653	21,483
Hardware and cutlery	402	682	2,735	2,840
Machinery (except agricultural)	1,624	1,598	14,287	8,767
Stamped and coated products	16	36	198	251
Tools	138	153	1,180	736
Vehicles, chiefly of iron (total)	33,207	17,755	305,769	87,564
Automobiles, freight	18,472	3,758	183,973	33,536
Automobiles, passenger	12	2,717	40	8,279
Automobile parts	9,910	1,367	87,301	15,461
Iron products, other	6,610	3,665	85,156	6,627
NON-FERROUS METALS AND THEIR PRODUCTS (total)	26,596	36,345	252,762	163,260
Aluminium (total)	8,319	14,035	96,069	33,869
Bars, blocks, ingots, blooms	7,186	13,329	86,537	29,428
Brass (total)	228	634	3,420	2,504
Bars, ingots, rods, strips, sheets, plates, tubing	103	52	2,248	455
Copper (total)	1,960	4,983	21,871	25,223
Ingots, bars, cakes, slabs, billets	1,322	3,436	16,170	19,612
Rods, strips, sheets, plates, tubing	224	776	925	2,224
Lead	1,104	1,380	5,556	11,377
Nickel	4,538	6,844	40,487	37,423
Precious metals, except gold	1,293	3,265	12,264	12,414
Zinc	1,887	2,191	12,984	18,511
Clocks and watches	81	196	552	839
Electrical apparatus (total)	6,269	1,658	53,035	16,059
Radio and wireless apparatus	3,422	388	32,664	8,043
Printing materials	1	2	15	21
Non-ferrous metals, other (total)	915	1,157	6,509	5,022
Cobalt alloys	22	115	1,071	209
Cadmium .....	.....	82	224	439
Selenium and salts	29	111	513	900
NON-METALLIC MINERALS AND THEIR PRODUCTS (total)	5,389	5,836	40,590	35,761
Asbestos (total)	1,877	2,464	15,383	15,382
Asbestos milled fibres	1,363	1,608	10,989	10,423

Canadian Exports, by Commodities—*Conc.*

Articles Exported	Month of August		Eight Months ended August	
	1945	1946	1945	1946
(Thousands of Dollars)				
Non-Metallic Minerals, etc.— <i>Con.</i>				
Clay and products (total)	48	230	364	698
Porcelain insulators	7	134	173	331
Coal and products (total)	459	648	4,527	4,725
Coal	367	595	3,383	3,682
Coke	50	27	567	485
Glass and glassware	24	94	301	868
Graphite	8	15	80	100
Mica and products	65	23	233	165
Petroleum products (total)	1,293	613	7,435	2,555
Gasoline	913	154	5,898	819
Stone and products (total)	1,231	1,415	10,082	9,418
Abrasives, artificial, crude	958	1,010	8,498	7,368
Non-metallic minerals, other (total)	383	334	2,186	1,851
Carbon and graphite electrodes	108	51	601	382
CHEMICALS AND ALLIED PRODUCTS (total)	9,869	6,605	84,866	45,526
Acids	187	210	2,334	1,392
Alcohols, industrial	442	1	4,763	97
Cellulose products	6	33	101	165
Toilet preparations	179	86	1,102	520
Medicinal and proprietary preparations	389	634	4,356	3,662
Explosives	3,158	3	26,965	170
Fertilizers	2,490	2,849	18,888	21,630
Paints and varnishes	456	524	2,642	2,606
Soap	339	158	1,978	1,745
Inorganic chemicals, n.o.p. (total)	1,049	858	9,130	6,159
Calcium compounds, n.o.p.	302	167	2,433	2,340
Soda and sodium compounds	550	396	4,266	2,884
Chemical products, other	1,173	1,249	12,606	7,379
MISCELLANEOUS COMMODITIES (total)	37,427	14,422	330,811	61,177
Amusement and sporting goods, n.o.p.	91	204	665	955
Brushes	32	124	533	731
Containers, n.o.p.	172	297	921	1,828
Household and personal equipment, n.o.p. (total)	354	1,113	2,395	4,469
Pens, pencils and parts	130	431	846	1,505
Refrigerators, electric .....	....	5	7	22
Mineral and aerated waters .....	....	....	2	40
Musical instruments	7	21	101	112
Scientific and educational equipment (total)	636	280	8,464	2,220
Films	190	195	1,610	1,752
Ships and vessels	1,399	3,377	10,515	10,488
Vehicles, n.o.p., chiefly aircraft	7,191	461	99,457	4,628
Paintings	3	6	24	31
Miscellaneous commodities, other (total)	27,541	8,539	207,735	35,674
Cartridges	23,967	444	173,507	572
Electrical energy	868	596	5,057	4,935
TOTALS	295,049	242,685	2,296,156	1,494,165

Canadian Sheep Shipped South to New Zealand for Breeding

Seven rams en route to Antipodes, in company with four from United Kingdom.

New Zealand, which is famed for its fine flocks of sheep and lambs, has sought purebred stock from Canada with which to improve their strain. Seven rams from Canadian farms are now en route to New Zealand, in company with four from Great Britain, the shipment having left New York this week aboard the S.S. *Port Phillip*. It is expected they will be offered by auction early in January.

Exports of purebred sheep are not unusual, 3,470 having been sold abroad last year for \$93,163, and a similar number during the previous year. Canada has been a source of supply for purebred stock since 1938, and is in a position to furnish healthy animals of the principal breeds, such as Suffolk, Southdown, Hampshire, Shropshire, Oxford and a few of the less prominent breeds.

Southern Rhodesia Imports More Goods from Canada this Year

Advance attributed to increased purchases through Canadian Export Board—External trade returns show steady improvement—Imports from United Kingdom up 42 per cent in four-month period.

By British Empire Section, Foreign Trade Service

Southern Rhodesia imported Canadian commodities valued at £250,486 during the first four months of the current calendar year, as compared with £161,245 during the corresponding period last year. This sharp advance is attributed to an increase in the delivery of trucks, paper, fertilizer, leather welting, spare parts for typewriters and a number of minor items. These were purchased through the Canadian Export Board, now the Canadian Commercial Corporation, on a government-to-government basis, and not through normal channels of trade.

Total imports during the period under review had a value of £5·5 millions, which is over fifty per cent higher than in the corresponding period of 1945. Exports were valued at £5·3 millions, representing an increase of more than eighteen per cent over the figure for last year, amounting to £4·5 millions in the first four months.

April Trade Returns Improved Slightly

Monthly trade returns continued to show a steady improvement, predicating further rises in the months to come. In April, imports were valued at £1,579,863, compared with £1,575,943 in March, while exports advanced from £1,235,839 in March to £1,261,140 in April.

Imports from the United Kingdom during the four months under review were valued at £1,956,693, representing an increase of nearly 42 per cent over those for the corresponding period last year, amounting to £1,380,325. Purchases from the Union of South Africa totalled £1,569,880, as against £951,995 in the corresponding period of 1945, an increase of nearly 65 per cent. Southern Rhodesia obtained from the United States goods valued at £667,724 during the first four months of this year, representing an advance of nearly £69,000 over imports for the same period in 1945. Heavy imports from Argentina during April produced a material difference between the figures for this year and the corresponding period in 1945, the respective totals being £261,438 and £2,920.

Over 48 per cent, or £2,136,151, of all domestic produce exported by Southern Rhodesia during the first four months of this year were shipped to the United Kingdom, compared with £1,952,974 in the same period of 1945. Northern Rhodesia purchased goods to the value of £481,903, the Union of South Africa to the value of £467,467, and the United States to the value of £423,121.

German Industrial Plants Made Available for Reparation

Expressions of interest in listed concerns sought by Inter-departmental Committee—Allocation of 75 per cent to western powers and 25 per cent of available plants to U.S.S.R. and Poland—Disposal procedure complicated—War Assets Corporation assumes responsibility in Canada.

By G. D. Mallory, Director, Industrial Development Division, Foreign Trade Service

German industrial plants are being made available as reparation by the Allied Control Authority in settlement for damage and losses sustained during the period of hostilities. In accordance with the Potsdam Agreement, 75 per cent of the available plants will be placed at the disposal of the Western Allies, through the Inter-Allied Reparation Agency, and 25 per cent will be distributed to the Union of Soviet Socialist Republics and to Poland.

Expressions of opinion and interest are being sought from their respective nationals by members of the Inter-Allied Reparation Agency, on which Canada is represented. This information will enable the Allied Control Authority to determine the allocation of available plants, either to agency countries or to their allies in the eastern group. Inventories of the various plants will then be secured by the individual members of the reparation agency, who will be in a position to make "firm" bids.

War Assets Corporation To Dispose of Plants

Disposal of plants allocated to Canada will be the responsibility of the War Assets Corporation, undertaken in the same manner as that of surplus war materials. The extent of Canadian interest in German factories and equipment is being determined by an Inter-departmental Committee on Reparations, which consults with the Canadian Chamber of Commerce, the Canadian Manufacturers' Association and with other representatives of industry in this country.

Two Plants Available for Allocation

Submissions pertaining to the two undernoted plants, already made available for allocation among the western powers, should be addressed to the Director, Industrial Development Division, Foreign Trade Service, Department of Trade and Commerce, Ottawa, by October 20. These should indicate the purpose for which such plants, or portions thereof, are required, together with any relationship to the present production and capacity of the applicant's particular firm. Communications should also bear the official number of the plant concerned. Information about these plants can be furnished on request.

No. 1016—Richard Rinker, at Menden and Iserlohn—This plant was engaged in the manufacture of semi-finished castings for other manufacturers, metal window frames, fittings for railway coaches, and balances of various descriptions. It covers an area of 37,500 square metres. Some 5,000 tons of material were handled annually, and 1,200 persons were employed in the plant, which was converted during the war for the production of grenades, shell and mine cases, and packing containers for the German navy.

No. 15—Fabrik Hess-Lichtenau, at Hess-Lichtenau, Gross Hessen—This is a chemical plant.

Expressions of Interest Sought

The plants listed below have been communicated to the Canadian Government for expressions of interest only. These should be forwarded to the Director, Industrial Development Division, Foreign Trade Service, supported by information concerning the purpose for which one or more plants are required, and the estimated importance of their acquisition to the Canadian economy. No obligation is involved in submitting an application to the Department of Trade and Commerce.

The following non-ferrous metal plants are available for reparations:

123—W. & W. Schenk, K.G., at Maulbronn, Gross Hessen—Plant engaged in the manufacture of aluminum brass castings, having an annual capacity of 5,146 tons.

125 (a)—Wintershall, A. G., at Heringen, Gross Hessen—Engaged in the manufacture of magnesium ingots, having a capacity of 6,600 tons per annum.

125 (b)—Wintershall, A. G., at Heringen, Gross Hessen—Engaged in the production of magnesium extrusions, pressings and powder, having an annual capacity of 6,600 tons.

126—Vereinigte Aluminiumwerke, A. G., at Schwandorf, Bavaria—An alumina plant, having a capacity of 125,000 tons per annum.

127—Vereinigte Aluminiumwerke, A. G., at Poeking, Bavaria—Engaged in the manufacture of aluminum silicate alloy, with an annual capacity of 10,000 tons.

128—Vereinigte Aluminiumwerke, A. G., at Toeing, Bavaria—Engaged in the manufacture of aluminum ingots, with an annual capacity of 45,000 tons.

130—Vereinigte Deutsche Metallwerke, at Heddernheim, Gross Hessen—Engaged in the manufacture of aluminum, copper, brass, magnesium, sheet forgings, pressings, extrusions, castings, rods, billets, etc., having a capacity of 12,000 tons of aluminum and 10,800 tons of copper per annum.

174—Heinrich Diehl Metallguss und Presswerk, at Nuremberg, Bavaria—Engaged in the manufacture of aluminum and copper rods and pressings, with an annual capacity of 2,400 tons. Plant No. 3 located at Rothenbach, Bavaria, produces aluminum extrusions, and has a capacity of 9,400 tons. Some of the finishing equipment has been removed from this plant to make way for locomotive repairs.

189—Electron G.m.b.H., at Bad Cannstatt, Baden-Württemberg—Engaged in the production of magnesium castings, having a capacity of 4,000 tons per annum.

190—Kreidler, at Kornwestheim, Baden-Württemberg—Engaged in the manufacture of aluminum billets, rods, wire, etc., with a capacity of 7,200 tons per annum.

191—Neumeyer, at Nuremberg, Bavaria—Engaged in the manufacture of aluminum and copper wire, sheet, tubes, copper rods, pressings and stampings, with a capacity of 4,800 tons of aluminum and 12,600 tons of copper per annum.

192—Karl Schmidt Metallgesellschaft, at Neckarsulm, Baden-Württemberg—Engaged in the manufacture of aluminum secondary ingots, castings and pistons, with a capacity of 15,000 tons per annum.

193—Siegfried Junghans, at Sherndorf, Baden-Württemberg—Engaged in the manufacture of aluminum and brass ingots and sheets, with a capacity of 3,300 tons per annum. This plant will be available only after one year.

194—V. D. M. Werke, at Aschaffenburg, Bavaria—Engaged in the manufacture of aluminum and magnesium sheets, with a capacity of 1,650 tons per annum.

196—Vereinigte Deutsche Metallwerke, plants 2 and 5, at Nuremberg, Baden-Württemberg—Engaged in the production of aluminum and brass extrusions and pressings, with a capacity of 5,900 tons per annum. Old stamping presses, recently removed from the plants, are not included for reparations.

197—Wieland Werke, at Veeringen, Bavaria—Engaged in the production of aluminum extrusions, with a capacity of 9,000 tons.

1153—V. L. M. Laatzten, G.m.b.H., at Hannover-Laatzten—Engaged in the manufacture of sheet, sections tubes, and wire in light metal, with a capacity of 15,200 tons per annum.

1214—Vereinigte Aluminiumwerke, A. G., at Grevenbroich—Engaged in the manufacture of aluminum, with a capacity of 24,000 tons per annum.

1216—Martinswerk, G.m.b.H., at Bergheim-Erft Kreis Köln—Engaged in the production of alumina, with a capacity of 140,000 tons per annum.

1217—Vereinigte Aluminiumwerke, A. G., at Lünen, Westphalia—Engaged in the production of alumina and aluminium, with a capacity of 90,000 tons of alumina and 45,000 tons of aluminium per annum.

1244—Hamburger Metallwalzwerke Georg Ditmann und Co., at Hamburg—Engaged in the manufacture of brass ingots and sheets, with a capacity of 7,200 tons per annum.

A list of sixty-five metallurgical plants, for the manufacture of non-ferrous metals and equipment, available for reparations, will be reproduced in forthcoming issues of the *Commercial Intelligence Journal* for the information of interested Canadian firms.

Peacetime Economy Considered

The Allied Control Council, in Germany, was entrusted by the Potsdam Agreement with responsibility for deciding what German industrial equipment could be considered available for reparations. Germany was to be deprived of industrial equipment adapted for the production of war materials, and not essential to the needs of the country's peacetime economy. Germany was to retain equipment necessary for the manufacture of goods required to maintain the German standard of living at the prescribed level, and of exportable goods in sufficient quantities to pay for necessary German imports.

It had been agreed at Potsdam that the Control Council should draw up, within six months, its "Plan for Reparations and for the Level of Postwar German Economy". Differences of opinion delayed presentation of the plan, but a compromise was finally reached between the advocates of maximum reduction of German industrial capacity and the supporters of a more elastic formula.

Disposal Procedure Complicated

Before any particular plants are declared available for reparation purposes, it is necessary to consider their detailed application. The German Industries Committee draws up lists of plants whose retention by Germany is not considered essential to its new economy. These lists are scrutinized by the Economic Directorate, transmitted for approval by the Co-ordinating Committee of the Allied Control Council, and then passed for action to the Reparation Deliveries and Restitution Directorate. This directorate secures from the commander of the zone in which each plant is located a detailed inventory and itemized valuation, which information is forwarded to the competent quadripartite bodies in Berlin for approval.

Summary descriptions of the plants, which it is considered are available for allocation as reparation, are made available to the Inter-Allied Reparation Agency. These are forwarded to the national delegations, which are required to notify the agency within thirty days of the plants in which their respective countries are interested. These "expressions of interest" are forwarded by the agency to the R.D.R. Directorate, which in turn submits them through the Economic Directorate to the Co-ordinating Committee.

U.S.S.R. Entitled To Equipment In Other Zones

These claims are then considered with those formulated on behalf of the U.S.S.R. It must be recalled, in this connection, that the U.S.S.R. is entitled to receive, as reparation for the colossal war damage it has sustained, not only such industrial equipment as can be obtained from the Russian sector of Germany, but also 25 per cent of the industrial equipment declared available for reparation in the American, British and French Zones. The U.S.S.R. undertook, at Potsdam, to satisfy the reparation claims of Poland from its own allocation, and to pay in food, coal and raw materials for 15 per cent of the value of industrial equipment secured from the American, British and French Zones.

Inventories of plants sometimes run into hundreds of pages, each of which has to be reproduced in sufficient numbers to permit the delegations and governments concerned to study them in detail. It was realized, as soon as the first inventories became available, that a special organization for their reproduction would be required. Owing to the complexity of the reparations machinery, outlined above, delays have been experienced in making lists of German industrial equipment available to the governments of countries concerned in such reparations.

Aluminum Production in Norway Raised by German War Action

Heavy investment made by Reich to establish source of supply for iron and non-ferrous metals—Prewar production 30,000 tons, of which one-third consumed domestically.

By S. G. MacDonald, Commercial Secretary, Canadian Legation

Oslo, September 30, 1946.—Important aluminum developments were initiated by Germany during the period of her occupation in Norway. Because of her mineral resources and potential hydropower, it was proposed to make Norway an important source of supply for iron ore, ferro-alloys and aluminum requirements in the Reich. A company, known as A/S Nordag, was formed by the occupying authorities, comprising several power stations and aluminum plants. Some 900 million kroner were invested in these projects, but they were not completed before the capitulation.

The principal establishments are the Tylin Power Station and the Aardal Aluminium Works, both on the Sogne Fjord, in the mid-western section of Norway. The power station is nearly completed, and is expected to have a capacity of 77,000 kw., though provision is being made for an increase to 92,000 kw. The Aardal Aluminium Works are still in a half-completed state, in so far as the factory and equipment are concerned; likewise an oxide plant, which is expected to produce 24,000 tons a year. It is hoped that the electrolysis plant for these two works will be in operation during the forthcoming year, so that the production of aluminum can be started, and one-half the planned capacity made available.

Government To Hold Controlling Interest

It is estimated that both the power station and aluminum plant will be completed by next summer, at a cost of ten million kroner. The Norwegian Government will hold the controlling interest in the company operating these plants. Another German-built aluminum plant at Saudasjoen, which has a potential capacity of 20,000 tons per annum will likely be taken over by this company, and the capacity may be increased to 60,000 tons a year.

While some 900 million kroner were invested in these developments by Germany, sabotage undertaken by Norwegian workers rendered the costs out of proportion to the normal figure. Prewar production of aluminum in Norway totalled some 30,000 tons, divided among several private enterprises operating in this country. No more than one-third of this was consumed domestically, the balance being exported largely to Sweden and Denmark. With increased production of the Aardal and Saudasjoen plants, it is anticipated that the government policy will be directed towards wider distribution in the export field.

Shortage of Foreign Exchange Links Algeria With France

Prewar trade statistics indicate that bulk of imports and exports were handled through France, failing to show original source and final destination—Algerians favour multilateral trade.

By J. P. Manion, Canadian Trade Commissioner

(Ed.—This is one in a series of articles prepared for the *Commercial Intelligence Journal* following an economic survey of North Africa by the author.)

Economic conditions in Algeria have changed so drastically since the end of the war that too great reliance cannot be put on prewar trade figures as a guide to future developments, and they may very well be misleading. For this reason, although figures for a "normal" prewar year (1938) are quoted below, certain points should be considered when examining them.

At present, Algeria is more than ever tied to the French economy by reason of the fact that, having had no export trade since the beginning of the war, she has had no opportunity of accumulating foreign exchange. In addition, there has been considerable deterioration of essential machinery, such as agricultural implements, railway equipment and electric power facilities, which necessitates a fairly heavy volume of imports. Finally, the severe drought of 1945 has necessitated importation during the current season of some 900,000 tons of cereals to prevent starvation among the native inhabitants.

France Controls Import Policy

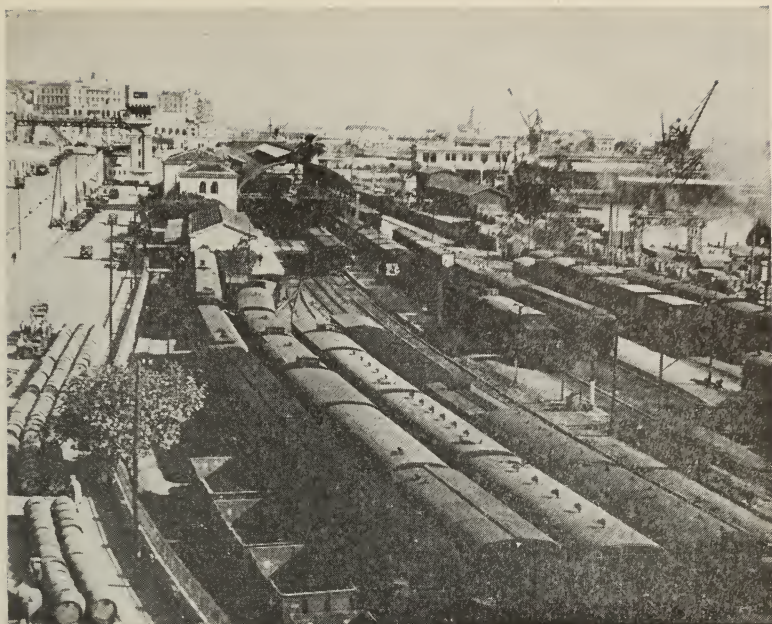
These three conditions combined have created such a shortage of foreign exchange for other purposes that there is little hope of an immediate market for non-essential consumer goods. Furthermore, since the French Government has been obliged, out of its own restricted supplies, to furnish the foreign exchange now required, France has naturally insisted on control over the import economy of the country. In the long run, it is the French Government that determines what goods are essential and which imports may be restricted.

From the foreign trade point of view, it is apparent that, until export trade is resumed, imports will be held to the barest minimum. Even under the most favourable circumstances, export trade may not reach prewar levels, due to the increased population reducing more and more the surplus cereal production of a normal year. This tends to reduce the amount of foreign exchange available to pay for imports. A greater production of citrus fruit, the more orderly marketing of early fruit and vegetables through the installation of cold-storage facilities, and the establishment of certain industries, which can ultimately reduce import requirements, may counterbalance the unfavourable effects of a reduction in cereal exports.

Algerians Favour Multilateral Trade

Algerians are most desirous of being freed from their almost total dependence on France as a market and source of supply. Undoubtedly they will make every effort to that end, since they wish to export to as well as import from foreign countries direct.

The following tables may be of assistance in estimating the future possibilities of the Algerian market. Prewar values of imports and exports



Main railway station at Algiers, an active and well-appointed port, which adjoins the dock area.

have been eliminated from the tables, since they would tend to confuse rather than assist the reader. On the other hand, to give some idea of values, the items are listed in the order of their value, and for the major items the proportion of the foreign trade accounted for by each is indicated.

Principal Exports from Algeria in 1938

(Metric tons unless otherwise indicated)

	Quantity	Percentage Of Total Exports	Percentage Distribution
Wine (hectolitres)	16,707,272	50	France, 98
Cereals	211,907	9	France, 96
Hard wheat	54,855		
Soft wheat	41,910		
Barley	17,877		
Wheat flour	28,251		
Semolinas, etc.	69,014		
Fruit, fresh or other	128,982	6	France, 98
Olive oil	24,381	4	France, 45; U.S., 30; U.K., 10; Italy, 5
Sheep (number)	863,326	2	France, 100
Iron ore	2,754,614	2	U.K., 55; Germany, 30
Spirits (hectolitres)	184,129	2	France, 97
Tobacco and mfrs.	18,250	2	France; Indo-China; W. Africa
Potatoes	77,453	..	France, 97
Other vegetables	61,199	..	France, 100
Cork and mfrs.	45,961	..	France, 55; U.S., 25
Wool	10,723	..	France, 71; Belgium, 6; Germany, 6
Esparto grass (alfa)	182,495	..	U.K., 94
Hides and skins	4,626	..	France, 51; U.S., 30; U.K., 10
Phosphates	485,579	..	France, 36; Germany, 27; Eire, 11
Horses (number)	34,077	..	France 99
Meat	1,960	..	France, 97
Vegetable fibre	23,401	..	Germany, 33; Italy, 23; France, 17
Zinc ore	17,668	..	Belgium, 95
Superphosphates	19,100	..	Egypt, 53
Lead ore	7,985	..	Belgium, 42; France, 16
Salt	42,930	..	France, 62; Finland, 12; U.S., 11
Kieselguhr	15,410	..	France, 35; U.K., 32; Belgium, 23

Wine Exports 50 per cent of Total

It will be noted from the foregoing table that wine accounts for 50 per cent of the value of Algerian exports in a normal year, and that agricultural products account for well over 80 per cent. In certain categories, exports may well be increased: the value of citrus fruit, the tonnage of phosphates, increased uses for vegetable fibre, and greater interest in fishing may raise the proportionate value of exports of these products in the future. Nevertheless, in an agricultural economy, certain definite limits will have to be set over a relatively short period of time. It is apparent in the case of Algeria that no great improvement over the 1938 position may be looked for until certain vast irrigation schemes are put into effect and the area of tillable land is greatly increased.

The following table, which has been compiled on the same basis as the preceding one, shows the main imports by commodity groups in the order of their value:

Principal Imports into Algeria in 1938

(Metric tons unless otherwise indicated)

	Quantity	Percentage Of Total Imports	Percentage Distribution
Cotton textiles	13,095	8	France, 100
Sugar	85,170	5	France 96
Machinery	20,367	5	France 75
Motor vehicles	7,911	3	France, 100
Iron and steel	77,533	2	France, 99
Other metal goods	44,129	4	France 97
Soap and toilet goods	23,901	2.6	France, 99
Peanut oil	30,877	2.4	France, 82; West Africa, 16
Paper and products	27,225	2.4	France 96
Lumber	132,094	2.0	France, 40; Yugoslavia, 15; Italy, 20; Sweden; U.S.
Coal	701,178	2.0	U.K., 63; Germany, 20; Morocco, 9
Rayon textiles	996	2.0	France, 95; Japan, 3
Gas and coal oil	2,138,334	2.0	France, 75; Roumania, 20
Cheese, butter, milk	7,656	2.0	France, 98
Rubber goods	4,508	1.7	France, 88; Belgium, 10
Leather and products	3,732	1.6	France, 95
Other mineral oils	92,756	1.4	France, 40; U.S., 20; Roumania, 20; Iran, 15
Coffee	15,687	1.4	Brazil, 79; N.E.I., 13
Jute and wool goods	8,692	1.3	France, 95; Tunisia, 12
Pharmaceuticals	2,125	1.3	France, 99
Rice and products	54,282	1.2	Indo-China, 67; France, 29
Meat	4,495	1.1	France, 95
Clothing	3,165	1.1	France, 97
Furniture and woodenware	13,689	1.1	France, 98
Cattle, number	26,505	1.1	Morocco, 64; Tunisia, 28
Yarns	5,709	1.0	France, 98
Sheep, number	128,078	0.7	Morocco 83; Tunisia, 17

France Not Sole Supplier

The foregoing table would suggest that, under normal circumstances, France is practically the sole supplier of a wide variety of goods to Algeria. This is probably a misconception, due to the fact that most Algerian trade prior to the war was handled by French import firms. It is probable that a large percentage of imported goods lost their identity in transit through France, and their real origins have never been accurately recorded. This is particularly true, as foreign goods in transit through France would pay the customs duty upon their original entry into that country, and the customs inspection upon re-entry into Algeria would be of a cursory nature. Motor vehicles, for instance, are shown as being supplied entirely from France, yet there are a considerable number of American-type motor vehicles in Algeria.

Although, as stated previously, it is not considered practicable to quote import and export values in this report because of the wide fluctuations in value even before the war, but, for the purpose of examining trade by countries it is necessary to use such figures. The following table, therefore, shows figures for two representative prewar years, 1936 and 1938:

Trade of Algeria by Countries

	Imports		Exports	
	1936	1938	1936	1938
	(Thousands of Francs)			
France	2,602,267	3,751,902	3,002,947	4,706,686
French Empire	237,243	490,994	163,911	236,682
United Kingdom	51,827	120,755	122,931	267,996
United States	36,290	83,111	36,682	96,725
Germany	21,081	41,102	39,416	117,366
Belgium	20,544	49,401	18,236	40,067
Netherlands	19,446	25,897	8,262	33,246
Italy	5,630	16,160	6,658	25,108
Brazil	53,432	31	69,825	188
Spain	15,453	899	11,976	11,458
Total, all countries ...	3,233,796	4,995,178	3,469,279	5,638,787

It will be noted from the forgoing tables that roughly 75 per cent of Algerian prewar trade was with France, no account being taken of transit trade through France with other countries. It is also noteworthy that the value of exports exceeds that of imports. This is true not only of the years for which figures are given, but for most prewar years when Algerian crops were normal. France, however, controlled practically the whole of Algeria's carrying trade, and benefited from transport, marine insurance, etc., to an extent not reflected in the foregoing tables.

Mexico Creates Commission to Promote Development of Industries

Fishing, canning, mining and boat-building will receive assistance from new organization—Construction of plant for manufacture of electrical equipment planned.

By Latin-America Section, Foreign Trade Service

Mexico City, September 27, 1946.—Provision has been made for the promotion of industry in the southern territory of Baja California through the creation of a commission, of which the president is the Mexican Secretary of Economy, Sr. Gustavo P. Serrano. The establishment of a government-owned financial organization and an institution similar to the National Land Bank is under consideration. Assistance will be rendered to the fishing, canning, mining and small boat-building industries.

Plans for the construction of a plant in the small town of Tlalnepantla, in the south of Mexico, have been announced by the Industria Electrica de Mexico, S.A., work on which should commence in the spring. It is proposed to manufacture electrical equipment, with Westinghouse patents, having an annual value of 50,000,000 pesos, and to provide employment for 15,000 Mexicans. Seventy per cent of the output will consist of industrial equipment and 30 per cent domestic appliances. The company claims that provision has been made for expansion to double the initial size.

Record Wheat Crop Harvested By United States This Year

Production estimated at 1,167,319,000 bushels, with harvesting operations nearing completion—Record crops of corn, tobacco, pears, peaches, plums and market garden produce forecast by Department of Agriculture.

By W. D. Wallace, Assistant Commercial Secretary, Canadian Embassy

Washington, D.C., September 30, 1946.—Wheat production in the United States should reach a new record this year of 1,167,319,000 bushels. Harvesting operations are nearing completion, and the crop is expected to exceed the previous peak figure by 44,000,000 bushels, a total of 1,123,000,000 bushels having been garnered in 1945. Furthermore, it will be higher than the ten-year (1935-44) average by 323,627,000 bushels. The yield per acre is placed at 17·8 bushels, compared with 17·3 bushels in 1945, and 15·3 bushels for the ten-year period.

According to the crop forecast, issued by the Crop Reporting Board of the United States Department of Agriculture on September 10, record crops are expected for corn, tobacco, pears, peaches, plums and market garden produce. Near records should be established for the production of oats, rice, potatoes, peanuts, grapes, cherries and sugar cane. Average or better crops of hay, soybeans, dry peas, prunes, apricots and sugar beets are in prospect, while the production of cotton, rye, sorghum grain and flaxseed will likely be below average.

Record Corn Crop Double That of Wheat

Corn production will exceed that of wheat by more than one hundred per cent, the estimate for this year being 3,371,707,000 bushels. While this figure is four per cent lower than the August estimates, it is still twelve per cent higher than the record crop of 1945, which totalled 3,018,410,000 bushels, and 29 per cent above that for the ten-year (1935-1944) average, of 2,608,499,000 bushels. The yield per acre this year is placed at 36·9 bushels, compared with 33·1 bushels in 1945 and with 28·5 bushels for the ten-year period. Adverse weather conditions were responsible for a reduction of the estimates from August figures.

The winter wheat crop, estimated at 879,894,000 bushels, also established a new record, and is 56,717,000 bushels in excess of that for 1945, amounting to 823,177,000 bushels. The ten-year average production of winter wheat is 618,019,000 bushels. The yield per acre is estimated at 18·6 bushels, compared with 17·6 bushels in 1945 and with 15·9 bushels for the ten-year period.

Production of all spring wheat is placed at 287,425,000 bushels, or some four per cent under the figure for 1945, amounting to 299,966,000 bushels, but 27 per cent over that for the ten-year period of 225,673,000 bushels. The yield per acre for all spring wheat is estimated at 15·6 bushels, compared with 16·6 bushels in the previous year and with 13·9 bushels for the ten-year average. Durum wheat, accounting for 37,578,000 bushels of the all-spring-wheat production for 1946, is slightly above the 1945 production of 35,020,000 bushels, and 18 per cent over that for the ten-year period of 31,900,000 bushels. Production of other spring wheat for 1946 is approximately 249,847,000 bushels, or about six per cent under 1945 production figures, but 29 per cent over those for the ten-year average period.

Near Record Crop of Oats

Oat production will be slightly below that of wheat, the current estimate being 1,519,592,000 bushels, which is only two per cent below the record established in 1945, when 1,547,663,000 bushels were harvested. It is more than one-third larger than the average for the ten-year (1935-1944) period of 1,129,441,000 bushels. The yield per acre this year is estimated at 35·3 bushels, compared with 37·3 bushels in 1945 and with 30·7 bushels for the ten-year average.

Barley, Flaxseed and Hay Crop Estimates

The barley crop for 1946 is estimated at 256,334,000 bushels, as compared with 263,961,000 bushels produced in 1945 and the ten-year average of 289,598,000 bushels. The estimated yield of 25·5 bushels per acre is one of the five highest since 1915. The 1945 yield was 25·9 bushels, while the ten-year average yield was 22·8 bushels per acre.

The Crop Reporting Board indicates the 1946 production of flaxseed at 22,842,000 bushels, which is 37 per cent under the 1945 crop of 36,688,000 bushels. This reduction is attributed to the planting of a much smaller acreage in 1946, as the yield of 9·3 bushels per acre is only slightly under the 1945 yield of 25·9 bushels per acre.

The United States hay crop for the year is estimated at 96,000,000 tons, of which 32,000,000 tons are clover-timothy; 30,000,000 tons are alfalfa; and more than 11,000,000 tons are wild hay. During 1945 there were nearly 105,000,000 tons of all kinds of hay harvested.

Record Potato Yield Per Acre

The 1946 potato crop is estimated at 455,137,000 bushels, and is only 9,900,000 bushels under the 1943 record crop of 464,999,000 bushels. Production in 1945 was 425,131,000 bushels, while the ten-year (1935-44) average production was 372,756,000 bushels. It is believed a new record yield of 167 bushels per acre will be established in 1946, and will exceed the 1945 record high yield of 150·6 bushels per acre by 16·4 bushels.

Apple Production Better Than Last Year

The commercial apple crop in the United States for 1946 is estimated at 116,697,000 bushels, or nearly 50,000,000 bushels in excess of the record low production of 68,042,000 bushels in 1945. It is expected that production in the North Atlantic area will be approximately 28,568,000 bushels, or almost four times the 1945 crop for this region. The production for the South Atlantic area is placed at 22,255,000 bushels, about 10 per cent above average. Production in the Central States is placed at 19,712,000 bushels, or nearly two and one-half times the short 1945 crop. For the Western States, production is estimated at 46,162,000 bushels, slightly above the 1945 production of 45,338,000 bushels.

Foreign Trade Week In Toronto

Plans are nearing completion for the observance of "Foreign Trade Week", in Toronto, from November 3 to 9. Public attention will be directed by members of the Canadian Exporters' Association to the importance of external trade and the advantages to be secured from expanding domestic markets into the foreign field. The association will hold its annual meeting in Toronto on Friday, November 8.

Heavy Production of Stockings Proposed by Great Britain

Target of 12,000,000 dozen pairs per annum of women's full-fashioned hosiery recommended by Working Party in recent report—Hosiery and Knitwear Council suggested to advise concerning policy—Prewar purchases from Canada substantial.

By A. E. Bryan, Commercial Counsellor for Canada

London, September 27, 1946.—Production in the United Kingdom of 12,000,000 dozen pairs of women's full-fashioned stockings per annum is the objective recommended by a Working Party appointed by the British Board of Trade to investigate the hosiery industry in this country. It is estimated that, because of the popularity of this type of stocking, the average requirements will be six pairs per year, compared with between one and two pairs in 1930.

Establishment of a Hosiery and Knitwear Council is proposed. This central organization will be responsible for advising the government and the industry on matters of broad policy. This decision was taken after the Working Party had surveyed all phases of the industry, such as raw materials, buildings, labour, machinery, costings, finance, statistics, distribution, personnel management, training, welfare, research and design.

It was maintained that prospects for the industry are excellent, provided initiative and boldness are exercised in planning development. Appreciably higher domestic and foreign sales are anticipated. Many firms, particularly those of a minor character, have suffered from a shortage of capital in the past. While there are sufficient cash resources to finance the replacement of worn equipment, it is considered that many firms will require additional working capital to meet the higher costs of operation. This should be forthcoming from the money market or from one of the government-sponsored financial institutions.

Prewar Purchases From Canada Substantial

Canadian manufacturers sold substantial quantities of silk stockings to Great Britain before the outbreak of hostilities. Assisted by a preferential tariff, the volume of business was increasing steadily. This trade was halted by the war, and restrictions have prevented its resumption. Germany was the principal source of supply, imports of silk stockings and socks being valued at £104,000 from that country in 1937, compared with £90,000 from Canada, £87,000 from the United States, £63,000 from Czechoslovakia and £24,000 from other countries. The average values per dozen pairs for the various countries of origin were: United States, £1·58; Canada, £1·34; Germany, £0·90; Czechoslovakia, £0·67; and other countries, £0·92. Total imports in 1937 were valued at £368,000, the average cost per dozen pairs being £1·03. The domestic prices per dozen pairs were: Full-fashioned, £1·28; seamless, £0·57; all types, £0·87.

Imports 6·5 Per Cent of Domestic Production

Imports of silk stockings and socks amounted to 6·5 per cent of British production in 1937, substantial quantities coming in that year from Canada and the United States. The respective prices were 104 per cent and 123 per cent, exclusive of duty, of the average price in Great Britain for full-fashioned types. Large quantities of cheaper stockings were purchased from Germany and Czechoslovakia at 70 per cent and 52 per cent,

respectively, of the domestic price. A true comparison cannot be furnished, however, due to lack of information concerning imports of seamless and full-fashioned types. About half the total imports of silk stockings were more expensive than the lines normally produced in the United Kingdom, which would suggest that the local output was inadequate and that stockings of high quality obtained from Canada and the United States were popular.

Bulk of Rayon Hosiery Bought From Germany

Rayon stockings and socks accounted for about fifty per cent of the total imports of knitted goods between 1935 and 1939. Seventy per cent came from Germany and nearly the entire balance from Czechoslovakia. Assuming that at least 75 per cent of rayon stocking imports were full-fashioned types, purchases from abroad were valued at £877,000, compared with a domestic output of £596,000. These figures indicate that imports of full-fashioned rayon stockings were 147 per cent of production in the United Kingdom. It is estimated that, of every five pairs sold in this country, three pairs were imported from Germany or Czechoslovakia. The report of the Working Party indicates that the German and Czech products were landed at prices well below those obtaining for domestic hosiery.

Imports of Cotton Stockings Declined

Cotton stockings and socks accounted for nearly 18 per cent of the total knit goods imported in 1935. By 1938, this figure had fallen to 12 per cent, but the decline was counterbalanced by the increase in imports of silk and rayon stockings. Imports in 1937 amounted to 20 per cent of the British production, in value. One-third of the imports originated in Japan, and were sold at prices approximately one-third the average price of similar goods produced in the United Kingdom. Some of the prices paid for the Japanese merchandise would not have defrayed the cost of raw materials required by British manufacturers of similar products.

Government Allocation of Yarn Advocated

Yarn shortages prevent full development of the hosiery industry in Great Britain, according to the report, thereby curtailing production for the home market and for sale abroad. Government control of the allocation of yarn is advocated during periods of short supply. Considerable construction is necessary, both to provide for expansion and the replacement of many buildings to render them suitable for the introduction of a first-class production plan. Of particular importance is the development of that section of the industry concerned with the manufacture of women's full-fashioned stockings. New equipment and improved types of machines are also required.

Unfair Competition Experienced

The industry suffered from unfair competition, in the opinion of the Working Party, from imports of subsidized and "dumped" goods. It was recommended that restrictions be imposed on such imports and that decisions taken concerning the hosiery industry in Germany, Italy and Japan be published at an early date. It is maintained that exports of hosiery could be increased to three or four times the prewar level. To take full advantage of opportunities in this respect, it is suggested that a marketing organization be created to arrange bulk production and sale to appropriate markets, and another to engage in a campaign of research and publicity.

Shipbuilding in Scotland Showing Substantial Postwar Advance

Yards on the Clyde maintain supremacy, with 39 vessels launched between January and June, and 129 more under construction—Glasgow depressed, due to shortage of ships and part-cargoes—Faslane, on Gareloch, base of salvage operations.

By G. B. Johnson, Canadian Trade Commissioner

Glasgow, September 30, 1946.—Merchant shipbuilding in Scotland shows a considerable increase over that for any corresponding period since 1930. Thirty-nine vessels, of 176,300 tons gross, were launched from Clyde shipyards during the first six months of this year, while twenty-six, of 37,700 tons gross, were launched from shipyards on the east coast. In addition, many warships were under construction or being fitted out on the Clyde.

At the beginning of July, shipbuilders on the Clyde were at work on 129 vessels, of 611,280 tons gross, which is reported to be about 35 per cent of the total merchant tonnage under construction in British yards. The Clyde, therefore, maintains its supremacy as the leading shipbuilding centre of Great Britain. Additional contracts, on which actual construction has not yet commenced, have been placed. Much of the tonnage is for overseas ownership, which is particularly encouraging, in view of the necessity of securing foreign exchange for the purchase of essential imports.

Port of Glasgow Suffers Depression

Glasgow, which was the premier British port before the war, is experiencing a state of depression, as deep as that prevailing in 1931. This is attributed to the shortage of ships, available tonnage being directed to ports serving the largest centres of population, such as London, Liverpool and Southampton. Pleas for more ships are met by the statement that it is more economical to complete the discharge and loading operations at one port, rather than to handle part cargoes at several ports.

The official attitude seems to be that, even if there is delay in unloading cargoes at the busier English ports, it is preferable to ship goods by rail or road from the south for Scotland's five million inhabitants, rather than to send a complete cargo to Glasgow and to forward thence to more populous centres the bulk of commodities discharged there. It is maintained in Glasgow, however, that the neglect of one area for the benefit of another through the development of overland distribution cannot be justified now or in the future. The general shipping view is that this port must remain relatively quiet, with many of its stevedores unemployed, until more ships have been built and are in a position to resume part-cargo traffic to the Clyde. The general manager of the Clyde Navigation Trustees has stated that the volume of traffic through Glasgow commenced to dwindle when the war ended, and that no improvement was noted, with the exception of iron ore cargoes. These were good, and were likely to continue satisfactory. The trustees are hopeful of securing some improvement for this port before long.

Faslane, On Gareloch, Base of Salvage Operations

Faslane—wartime port on the Gareloch—one of the sea lochs of the Clyde estuary, was taken over in August by Metal Industries, Limited, as the main base of their marine salvage, towage and shipbreaking operations. The Scottish steel industry, and indirectly shipbuilding, will benefit to a considerable extent from this peacetime development of a port that cost the government about £5,000,000. Much of the steel and other metals recovered from ships to be broken up will go, after remelting, into industries in the West of Scotland. H.M.S. *Iron Duke*, Admiral Sir John Jellicoe's flagship in the first world war, is the first ship to be demolished at Faslane.

The company has already acquired the 32,000-ton floating drydock that was moored off Roseneath Point for several years, being used for the repair of many British and United States warships and merchant vessels during the war. Several powerful tugs have also been purchased from the Ministry of Transport. These, with specially equipped salvage craft, will provide a rescue and salvage service for the west coast of Scotland and more distant areas. About 1,500 men will be employed by this firm.

Steel Board Created In Scotland

The creation of a Steel Board, recently announced by the Minister of Supply, is the outstanding event of recent weeks. In Scotland, it is assumed that this development will not interfere with plans for expansion and modernization outlined some months ago, which are of great importance to the steel industry in this area. In this connection, the first projected development of major importance is the construction of a new steel melting shop at the Motherwell works of Colville's, Limited, which will cost in excess of £2,000,000. Increased production of pig iron is also urgently needed. As with most other commodities, the demand for steel greatly exceeds the supply. Owing to the unprecedented work on hand and on order in the Scottish shipyards, there is a particularly heavy demand for ships' plates.

Congestion Created In Cyprus By Big Imports

Principal imports into Cyprus during June, 1946, are: Beans and peas, £4,953; groundnut oil, £45,444; rice, £3,796; sugar, £13,214; gasoline, £10,286; kerosene, £12,386; timber, £5,671; machinery, £22,209; woollen goods £5,554; automobiles, £19,023; chemical manure, £7,011; herrings, £20,294; and wheat, £103,425.

Principal exports are: Kibbled carobs, £1,871; cheese, £1,939; citrus, £5,199; potatoes, £27,070; asbestos, £4,800; calcined umber, £733; sage leaves, £559; buttons, £3,667; bullocks, £2,425; and mules, £2,040.

Lloyd's List, of July 25, published the following report from their agents at Famagusta: "As a result of the British export drive, steamers have been arriving at Famagusta in quick rotation, discharging abnormal quantities of cargo, the clearance of which is being delayed for various reasons, including shortage of transport. When the SS. *Arabian Prince* arrives to-morrow with 750 tons of cargo, the Famagusta Customs Stores will have reached saturation point, and for about five weeks other cargoes will have to be discharged on the quay and left in the open, thus enhancing their risks. Congestion is due to the fact that Famagusta is the only port in Cyprus being used. Before the war, the traffic was shared by Larnaka and Limasol."—Barelays Bank Review.

Trade and Tariff Regulations

U. S. Removes Certain Imports From Price Control

Washington, D.C., September 27, 1946.—Effective September 25, the Office of Price Administration has suspended certain imported commodities from price control. The following remain under price control:

Consumer goods—

(a) Wearing apparel and wearing apparel accessories.

(b) Luggage.

(c) Household textile commodities, such as bed sheets, bed spreads, blankets, curtains, draperies, pillow slips, table napery, towels and covers for mattresses, quilts, blankets or pillows.

Foods.

Industrial materials and building materials.

Textile grey or finished fabrics.

The following specifically named imported commodities, although included in the classifications set forth above, are suspended from price control:

Consumer goods—

(a) Luggage made principally from material other than leather.

(b) Household textile commodities, such as doilies, furniture scarfs and needle-point.

(c) Wearing apparel and wearing apparel accessories, such as gloves or mittens, which are hand-knitted or hand-crocheted, alpargatas, huaraches, moccasins, sandals, sweaters, scarfs or mufflers, which are hand-knitted or hand-crocheted.

Industrial materials and building materials, such as:

Bamboo and Calcutta poles, bayberry eaux, bay oil, carbon granules, corkboard (insulation), emery (crude, lump), essential (perfumery) oils, ficin (oje latex), flint lining blocks and pebbles for pebble mills, fused quartz tubing, garden sticks (stakes), goldbeater's paper (parchment), lauhala leavebu locust bean gum, menthol crystals, Panama hat bodies, pharmaceutical raw products (animal origin), pulverized red oxide of iron (bauxite residue), quartz crystals (all grades and qualities), red arsenic, sandalwood (*santalum album*), sandalwood oil, sandarac gum, sponge iron, tartrate of lime, willow poles.

Textile grey or finished products, such as:

Elastic fabrics, hook and eye tape, lace fabrics, edgings and insertions, metallic cloths, net and mesh fabrics.

Trinidad Admits Trade Samples

Port of Spain, August 29, 1946 (FTS).—Bona fide trade samples from non-sterling sources, including Canada, may be imported into Trinidad under a general licence, according to a notice issued yesterday by the Trinidad Controller of Imports and Exports. Imports of samples are permitted without any value limitations, on condition that no payment will be required to be made by an importer, either by remittance of funds from the colony or by any other means for cost, freight or other charges in connection with such samples. Previous to this notice, the importation of samples from non-sterling areas under general licence was limited to those not exceeding \$10 in value.

Trading With Austria Resumed

Trading may be resumed with persons residing in Austria, effective September 27, a notice to this effect having been issued by the Secretary of State for Canada. Any person engaging in such trade shall not be deemed to be trading with the enemy, but they are advised that difficulties may be encountered, due to the shortage of shipping and foreign exchange, and communication problems.

Trade is confined to the provision of goods to or for the benefit of the Austrian state, or any individual or body of persons carrying on business therein. It also applies to imports from Austria under similar conditions.

Nassau Seeks Oil-Storage Equipment

Nassau, September 30, 1946 (FTS).—Nassau, in the Bahamas, is in the market for diesel fuel oil storage equipment, including two 15,000-barrel storage tanks (42 U.S. gallons per barrel), a pipe line of some 11,000 feet in length, and pumping equipment.

Tenders should be submitted to the Director, Electrical Department, Nassau, and indicate the cost of furnishing the necessary materials, the cost of installing the pipe line and tanks on contract, or of employing some firm to undertake the installation of the equipment.

Although the Electrical Department has been advised that it is unlikely any Canadian firm will be in a position to effect delivery under between six and nine months, any company interested in this proposition should communicate with the Bahamas Government immediately.

New Zealand Seeks Power Plant Equipment

Auckland, September 27, 1946 (FTS).—The State Hydro-electric Department, in New Zealand, has issued a call for tenders for the supply of the following equipment:

- (a) CO₂ Fire-fighting Equipment—Contract No. 5, Section 317, for Maraetai Power Station. The closing date for this tender is November 12, 1946.
- (b) 11 KV Switchgear—Contract No. 6, Section 195, for Ashburton Substation; Contract No. 7, Section 191, for Oamaru Substation. The closing date for these tenders is November 26, 1946.

Tenders should be submitted to the Secretary, Tenders Committee, State Hydro-electric Department, on the dates given.

(Editor's Note—Specifications for these contracts are open for inspection by interested Canadian firms on application to the Foreign Trade Service, Department of Trade and Commerce, Ottawa. File No. 29048 should be quoted.)

New Export Permit Regulations Issued

Controls on external trade have been progressively removed since the conclusion of hostilities, as indicated in the new "Export Permit Regulations, 1946", which are now available for distribution. Applications for this publication, which supersedes the "Eighth Revision of the Regulations", published in April, 1945, should be submitted to the Export Permit Branch, Department of Trade and Commerce, Ottawa. A summary of these revised regulations appeared in the September 21 issue of the *Commercial Intelligence Journal*.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce	
Brantford—Board of Trade.	St. Catharines—Chamber of Commerce.
Calgary—Board of Trade.	Saint John—Board of Trade.
Edmonton—Can. Manufacturers' Association.	Sarnia—Chamber of Commerce.
Guelph—Board of Trade.	Toronto—Can. Manufacturers' Association.
Halifax—Board of Trade.	Vancouver—Can. Manufacturers' Association.
Hamilton—Chamber of Commerce.	Victoria—Dept. of Trade and Industry.
Kitchener—Chamber of Commerce.	Welland—Board of Trade.
London—Chamber of Commerce.	Windsor—Chamber of Commerce.
Montreal—Montreal Board of Trade.	Winnipeg—Can. Manufacturers' Association.
Niagara Falls—Chamber of Commerce.	
Quebec City—Board of Trade.	

H. L. Brown, recently returned from Johannesburg, South Africa, where he was trade commissioner, began his Canadian tour in Toronto on July 15. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo. Due to unforeseen circumstances, the tour in Eastern Canada of Mr. Brown has been postponed indefinitely.

J. C. Depocas, formerly trade commissioner at Buenos Aires, where his territory included Uruguay and Paraguay, commenced his Canadian tour in Fredericton, N.B., on September 9. On the conclusion of his tour, Mr. Depocas will open a new office of the Trade Commissioner Service at Sao Paulo, Brazil.

Richard Grew, recently trade commissioner at Cairo, commenced his Canadian tour in Victoria on September 20. His territory included the Sudan, Palestine, Cyprus, Iraq, Syria, Iran and Turkey.



K. F. Noble, formerly trade commissioner at Sydney, where his territory included the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies, commenced his Canadian tour in Ottawa on August 22. On the conclusion of his tour, Mr. Noble will take up the post of trade commissioner at Hong Kong.

R. P. Bower, who was recently employed with the "procurement" branch of the Wartime Prices and Trade Board, in London, England, has been appointed Commercial Secretary for Canada in London, succeeding H. L. E. Priestman, who is proceeding to Dublin.

Their itineraries are as follows—

J. C. Depocas

(Appointed Trade Commissioner at São Paulo)

Toronto—October 9-17.
Hamilton—October 18-19.
St. Catharines—October 18-19.
Niagara Falls—October 18-19.
Brantford—October 22.
London—October 23.
Walkerville—October 24.

Sarnia—October 25.
Kitchener—October 28.
Guelph—October 29.
Winnipeg—November 1-2.
Vancouver—November 5-14.
Victoria—November 5-14.

K. F. Noble

(Appointed Trade Commissioner at Hong Kong)

Hamilton—October 14-15.
Welland—October 16.
London—October 18.
Windsor—October 19-21.
Kitchener—October 23.
Winnipeg—October 25.

Edmonton—October 28.
Calgary—October 29.
Trail—November 5.
Vancouver—November 7-19.
Victoria—November 20-21.

Richard Grew

Quebec City—October 15.
Halifax—October 17.
Saint John—October 18-19.
Windsor—October 22-23.
London—October 24.
Hamilton—October 25-26.

St. Catharines—October 28.
Welland—October 29.
Brantford—October 30.
Toronto—October 31-November 12.
Montreal—November 13-26.

Canada's Delegates To Maritime Conference

A. L. W. MacCallum and A. L. Lawes, chairman and Washington representative respectively of the Canadian Shipping Board, together with H. A. Scott, Commercial Counsellor at the Canadian Embassy, in Washington, will represent Canada at the United Maritime Consultative Conference in Washington from October 23 to 30. The purpose of the conference is to discuss the continuation of the United Maritime Authority which would expire normally at the end of this month.

Nyasaland Natives Have Money

European trade with Nyasaland is satisfactory, but goods are in short supply. Natives are still well supplied with ready money but stocks, especially of cotton piece-goods, are exceedingly low.

S.S. *Beaverlake* Makes Maiden Voyage This Month

The 10,000-ton cargo liner *Beaverlake*, of the Canadian Pacific Steamships, has completed her sea trials, and is scheduled to leave Liverpool on October 25 for Montreal. Launched at Lithgows, Limited, Port Glasgow, last May, the *Beaverlake* will join the S.S. *Beaverdell* and *Beaverglen* in transporting refrigerated and other cargo between Canada and the United Kingdom. The fourth freighter built for the Canadian Pacific Steamships since the conclusion of hostilities, the S.S. *Beavercove*, was launched last July, and will make her maiden trip to Saint John in February. Two other 10,000-ton cargo carriers, with accommodation for passengers, were purchased as "Empire" ships and renamed *Beaverburn* and *Beaverford*.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the company or agent indicated.

Departures from Montreal

*Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques...	October 5-14	<i>Ormos</i>	Elder Dempster
Lourenco Marques...	October 13-20	<i>Cabano</i>	Elder Dempster
Lourenco Marques...	October 18-27	<i>Empire Cougar</i>	Elder Dempster
Lourenco Marques...	November 1-9	<i>Fort Grant</i>	Elder Dempster
Lourenco Marques...	November 16-24	<i>Cambray</i>	Elder Dempster
Africa-South—			
Cape Town.....	October 5-14	<i>Ormos</i>	Elder Dempster
Port Elizabeth....	October 13-20	<i>Empire Cougar</i>	Elder Dempster
East London.....	October 18-27	<i>Cabano</i>	Elder Dempster
Durban.....	November 1-9	<i>Fort Grant</i>	Elder Dempster
	November 16-24	<i>Cambray</i>	Elder Dempster
Argentina—			
Buenos Aires.....	November 1	<i>White Swallow</i>	Montreal Shipping
Buenos Aires.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Australia—			
Brisbane.....	October 18	<i>Lanarkshire</i>	M.A.N.Z. Line
Sydney.....	October 25-31	<i>Samteviot</i>	M.A.N.Z. Line
Melbourne.....			
Belgium—			
Antwerp.....	October 7-15	<i>Marchport</i>	March Shipping
Antwerp.....	October 10-12	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	October 10-15	<i>Colytto</i>	Furness Withy
Antwerp.....	October 12	<i>Harpefjell</i>	Brook Shipping
Antwerp.....	October 18	<i>Rutenfjell</i>	Brook Shipping
Antwerp.....	October 14-21	<i>Twickenham</i>	Cunard White Star
Antwerp.....	October 20-28	<i>Marchdale</i>	March Shipping
Antwerp.....	October 24	<i>Grey County</i>	Canada Steamships
Antwerp.....	November 7-14	<i>Mont Sandra</i>	Montreal Shipping
Antwerp.....	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited
Antwerp.....	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	November 14-16	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	November 15-19	<i>Beaconsfield</i>	Cunard White Star
Brazil—			
Rio de Janeiro....	October 12-13	<i>Cape Cumberland</i>	Montreal Shipping
Santos.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Br. Honduras—			
Belize.....		A Ship	Saguenay Terminals

Departures from Montreal—*Con.*

Destination	Loading Date	Vessel	Operator or Agent
Ceylon— Colombo.....	September–October	A Ship	McLean Kennedy
China— Shanghai.....	November 12–15	<i>City of Lyons</i>	McLean Kennedy
Colombia— Barranquilla.....	.....	A Ship	Saguenay Terminals
Costa Rica— Port Limon.....	.....	A Ship	Saguenay Terminals
Cuba— Havana.....	.....	A Ship	Saguenay Terminals
Curaçao.....	.....	A Ship	Saguenay Terminals
Egypt— Alexandria..... } Port Said..... }	.....	A Ship	McLean Kennedy
Fire— Dublin..... Dublin.....	October 18 October 24–27	A Ship <i>Lord O'Neill</i>	Shipping Limited McLean Kennedy
France— Channel Ports.....	.....	A Ship	Montreal Shipping
Germany— Hamburg..... Hamburg.....	October 7–15 October 20–28	<i>Marchport</i> <i>Marchdale</i>	March Shipping March Shipping
Guatemala— Puerto Barrios.....	.....	A Ship	Saguenay Terminals
Greece— Piraeus.....	October 27–30	<i>Mont Rolland</i>	Montreal Shipping
Holland— Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Amsterdam.....	October 7–15 October 10–12 October 10–15 October 12 October 13 October 20–28 October 24 November 7–14 November 13–15 November 13–16 November 14–16 October 14–21 November 15–19	<i>Marchport</i> <i>Prins Willem IV</i> <i>Colyto</i> <i>Harpefjell</i> <i>Rutenfjell</i> <i>Marchdale</i> <i>Grey County</i> <i>Mont Sandra</i> <i>Prins Willem Van Orange</i> <i>Prins Willem IV</i> <i>Prins Maurits</i> <i>Twickenham</i> <i>Beaconsfield</i>	March Shipping Shipping Limited Furness Withy Brook Shipping Broek Shipping March Shipping Canada Steamships Montreal Shipping Shipping Limited Shipping Limited Cunard White Star Cunard White Star
Hong Kong.....	November 12–15	<i>City of Lyons</i>	McLean Kennedy
India— Karachi..... } Bombay..... } Madras..... } Calcutta..... }	October 15–18	<i>Dan-Y-Bryn</i>	McLean Kennedy
Mediterranean— Central Area..... Central Area.....	October 10–18 October 27–30	<i>Mont Clair</i> <i>Mont Rolland</i>	Montreal Shipping Montreal Shipping
Mexico— Vera Cruz.....	.....	A Ship	Canadian National
Newfoundland— St. John's..... St. John's..... St. John's..... St. John's..... Corner Brook.....	..... October 10–12 October 21–24 November 10–12	A Ship <i>Elgin</i> <i>Blue Peter II</i> <i>Blue Peter II</i> A Ship	Shaw Steamships Furness Withy Montreal Shipping Montreal Shipping Clarke Steamships

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator or Agent
New Zealand— Auckland..... Wellington..... Lyttleton..... Dunedin.....	Early November	A Ship	M.A.N.Z.
Northern Ireland....	October 24-27	<i>Lord O' Neill</i>	McLean Kennedy
Panama— Cristobal.....	.....	A Ship	Saguenay Terminals
Philippines— Manila.....	November 12-15	<i>City of Lyons</i>	McLean Kennedy
Puerto Rico— San Juan.....	October 9-14	<i>Wentworth Park</i>	Saguenay Terminals
San Domingo— Ciudad Trujillo....	October 9-14	<i>Wentworth Park</i>	Saguenay Terminals
Scandinavia— Baltic Ports.....	October 25-29	<i>Laholm</i>	Swed. Amer. Mexico
United Kingdom— Avonmouth..... Avonmouth..... Avonmouth..... Avonmouth.....	October 14-17 October 16 October 16 October 30	<i>Empire Merganser</i> <i>Parthenia</i> <i>Empire Kangaroo</i> <i>Delilian</i>	Furness Withy Cunard White Star Donaldson Atlantic Donaldson Atlantic
Glasgow.....	October 15	<i>Salacia</i>	Donaldson Atlantic
Glasgow.....	October 14-18	<i>Norwegian</i>	Donaldson Atlantic
Hull.....	.....	A Ship	McLean Kennedy
Leith.....	October 22	<i>Cairnvalona</i>	Cairn-Thomson
Leith.....	November 2	<i>Cairnavon</i>	Cairn-Thomson
Liverpool.....	October 15	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	October 12-17	<i>Cavina</i>	Donaldson Atlantic
Liverpool.....	October 19	<i>Valacia</i>	Cunard White Star
Liverpool.....	October 24-27	<i>Lord O' Neill</i>	McLean Kennedy
Liverpool.....	October 25	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	Oct. 29-Nov. 2	<i>Bayano</i>	Donaldson Atlantic
Liverpool.....	November 13-19	<i>Fort Musquarro</i>	Donaldson Atlantic
Liverpool.....	November 19	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	November 21-25	<i>Cavina</i>	Donaldson Altantic
London.....	October 16	<i>Beaverglen</i>	Canadian Pacific
London.....	October 12	<i>Harpeffjell</i>	Brock Shipping
London.....	October 18	<i>Rutenfjell</i>	Brock Shipping
London.....	October 19	<i>Corrales</i>	Canadian Pacific
London.....	October 26	<i>Tortuguero</i>	Canadian Pacific
London.....	October 28	<i>Fort Spokane</i>	Cunard White Star
London.....	November 3-9	<i>Hillcrest Park</i>	Donaldson Atlantic
London.....	November 9	<i>Beaverlake</i>	Canadian Pacific
London.....	November 15	<i>Beaverdell</i>	Canadian Pacific
London.....	November 20	<i>Beaverglen</i>	Canadian Pacific
Manchester.....	October 17	<i>Manchester Progress</i>	Furness Withy
Manchester.....	October 21	<i>Manchester Shipper</i>	Furness Withy
Manchester.....	November 7	<i>Manchester Commerce</i>	Furness Withy
Newcastle.....	October 22	<i>Cairnvalona</i>	Cairn-Thomson
Newcastle.....	November 2	<i>Cairnavon</i>	Cairn-Thomson
Uruguay— Montevideo..... Montevideo.....	November 1 November 15-20	<i>White Swallow</i> <i>Brazilian Prince</i>	Montreal Shipping Furness Withy
Venezuela— La Guaira..... Guanta.....	October 9-14	<i>Wentworth Park</i>	Saguenay Terminals
West Indies— Antigua..... Antigua..... Antigua.....	October 7-15 October 17-25 October 20-25	* <i>Alcoa Pilgrim</i> A Ship * <i>Colborne</i>	Alcoa Steamships Alcoa Steamships Canadian National

Departures from Montreal—*Conc.*

Destination	Loading Date	Vessel	Operator or Agent
West Indies—<i>Con.</i>			
Barbados.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
Barbados.....	October 17-25	A Ship	Alcoa Steamships
Barbados.....	October 20-25	<i>*Colborne</i>	Canadian National
Bermuda.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
Bermuda.....	October 17-25	A Ship	Alcoa Steamships
Bermuda.....	October 20-24	<i>*Canadian Observer</i>	Canadian National
Br. Guiana.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
Br. Guiana.....	October 17-25	A Ship	Alcoa Steamships
Br. Guiana.....	October 20-25	<i>*Colborne.</i>	Canadian National
Dominica.....	October 20-25	<i>*Colborne</i>	Canadian National
Grenada.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
Grenada.....	October 17-25	A Ship	Alcoa Steamships
Grenada.....	October 20-25	<i>*Colborne</i>	Canadian National
Guadeloupe.....		A Ship	Saguenay Terminals
Jamaica.....	October 20-24	<i>*Canadian Observer</i>	Canadian National
Martinique.....	October 9-14	<i>Wentworth Park</i>	Saguenay Terminals
Montserrat.....	October 20-25	<i>*Colborne</i>	Canadian National
Nassau.....	October 20-24	<i>*Canadian Observer</i>	Canadian National
St. Kitts.....	October 15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
St. Kitts.....	October 17-25	A Ship	Alcoa Steamships
St. Kitts.....	October 20-25	<i>*Colborne</i>	Canadian National
St. Lucia.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
St. Lucia.....	October 17-25	A Ship	Alcoa Steamships
St. Lucia.....	October 20-25	<i>*Colborne</i>	Canadian National
St. Vincent.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
St. Vincent.....	October 17-25	A Ship	Alcoa Steamships
St. Vincent.....	October 20-25	<i>*Colborne</i>	Canadian National
Trinidad.....	October 7-15	<i>*Alcoa Pilgrim</i>	Alcoa Steamships
Trinidad.....	October 17-25	A Ship	Alcoa Steamships
Trinidad.....	October 20-25	<i>*Colborne</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the above table, the following departures are listed by operators:—

Destination	Loading Date	Vessel	Operator or Agent
Iceland—			
Reykjavik.....		A Ship	F. K. Warren Ltd.
Newfoundland—			
St. John's.....	October 14-16	<i>Savoy</i>	Furness Withy
St. John's.....	Oct. 29-Nov. 1	<i>Fort Townshend</i>	Furness Withy
United Kingdom—			
Liverpool.....	October 26-30	<i>Pacific Enterprise</i>	Furness Withy
Southampton.....	October 16.....	<i>Aquilania</i>	Cunard White Star
West Indies—			
Bermuda.....	October 15-18	<i>Fort Amherst</i>	Furness Withy

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, loading berth, availing cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenco Marques..	October 19	<i>Lake Kootenay</i>	North Pacific Shipping
Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban.....	October 22	<i>Silverwalnut</i>	Dingwall Cotts
Cape Town..... Durban.....	October 19	<i>Lake Kootenay</i>	North Pacific Shipping
Argentina— Buenos Aires..... Buenos Aires..... Buenos Aires.....	October 31 October–November November	<i>Fisk Victory</i> A Ship A Ship	Balfour Guthrie Empire Shipping Empire Shipping
Australia— Brisbane..... Sydney..... Melbourne..... Hobart..... Melbourne..... Sydney..... Sydney..... Melbourne.....	October 21 Late October Late November October 20 November 3	<i>Boolongena</i> <i>Suva</i> <i>Lautoka</i> A Ship <i>Waihemo</i> <i>Yarrowonga</i>	Empire Shipping W. R. Carpenter W. R. Carpenter Canadian Australasian Canadian Australasian Empire Shipping
Brazil— Rio de Janeiro..... Recife.....	October 31	<i>Fisk Victory</i>	Balfour Guthrie
Burma— Rangoon.....		A Ship	Dingwall Cotts
China— Shanghai..... Shanghai..... Shanghai..... Shanghai..... Shanghai..... Taku Bar..... Shanghai..... Tsingtao.....	October 24 October 25 Mid–November Early December October 25 October 23	<i>Granville</i> <i>Vingnes</i> <i>Roseville</i> <i>Mongabarra</i> <i>Vingnes</i> <i>Parramatta</i>	Balfour Guthrie Empire Shipping Balfour Guthrie Empire Shipping Empire Shipping Empire Shipping
Colombia— Cartegena.....	October 31	<i>Fisk Victory</i>	Balfour Guthrie
Curaçao.....	October 31	<i>Fisk Victory</i>	Balfour Guthrie
France— North Coast..... North Coast.....	November December	A Ship A Ship	Empire Shipping Empire Shipping
Hawaii— Honolulu.....		A Ship	Dingwall Cotts
Hong Kong.....	October 24 Mid–November	<i>Granville</i> <i>Roseville</i>	Balfour Guthrie Balfour Guthrie
India— Bombay.....	October	<i>Silverlarch</i>	Dingwall Cotts
Mediterranean— Central Area..... Central Area.....	October November	<i>Elias G. Kulukundis</i> <i>Socrates</i>	Empire Shipping Empire Shipping

Departures from Vancouver—*Conc.*

Destination	Loading Date	Vessel	Operator or Agent
Mexico.....	.....	A Ship	Gardner Johnson
Netherlands Indies	October 26	<i>Silverlarch</i>	Dingwall Cotts
New Zealand— Auckland.....	.....	A Ship	Canadian Australasian
Wellington.....			
Lyttelton.....			
Auckland.....	October 20	<i>Waihemo</i>	Canadian Australasian
Wellington.....			
Lyttelton.....			
Palestine— Haifa.....	October 13	<i>Lake Kamloops</i>	North Pacific Shipping
Philippines— Cebu.....	October 24	<i>Granville</i>	Balfour Guthrie
Iloilo.....	October 26	<i>Silverlarch</i>	Dingwall Cotts
	Mid-November	<i>Roseville</i>	Balfour Guthrie
South Africa.....	.....	A Ship	Canadian Transport
South America— East Coast.....	.....	A Ship	Balfour Guthrie
South Sea Islands— Lautoka.....	October 20	<i>Waihemo</i>	Canadian Australasian
Suva.....			
Papeete.....	.....	A Ship	Canadian Australasian
Straits Settlements	October 26	<i>Silverlarch</i>	Dingwall Cotts
Sweden.....	.....	A Ship	Gardner Johnson
United Kingdom— Glasgow.....	October 25	<i>Corrientes</i>	Donaldson Line
Liverpool.....	October 25	<i>Corrientes</i>	Donaldson Line
Liverpool.....	October 20	<i>Atchison Victory</i>	Furness Pacific
Liverpool.....	Early October	<i>United Victory</i>	Furness Pacific
London.....	Early October	<i>Atchison Victory</i>	Furness Pacific
London.....	Early October	<i>United Victory</i>	Furness Pacific
Uruguay— Montevideo.....	.....	A Ship	Balfour Guthrie
Venezuela— Puerto Cabello.....	October 31	<i>Fisk Victory</i>	Balfour Guthrie
West Indies— Jamaica.....	Mid-October	<i>Canadian Constructor</i>	Canada Shipping
Trinidad.....	.....	A Ship	Balfour Guthrie

Passenger Service To Antipodes Scheduled

Transportation facilities between Canada and the Antipodes will be implemented through partial re-inauguration of the prewar service maintained by the Canadian-Australasian Line between Vancouver, Auckland and Sydney, N.S.W. The M.V. *Wanganella*, a 10,000-ton vessel with accommodation for 300 first-class and 100 cabin-class passengers, is scheduled to make one voyage from Vancouver, leaving the British Columbian terminal on November 27 for Honolulu, Suva, in the Fiji Islands, Auckland and Sydney, where she is due on December 21.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in respect of shipments to countries in non-sterling areas, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations Sept. 30	Nominal Quotations Oct. 7
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2460	.2462
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0541	.0541
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2084
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3770	.3770
Netherlands East Indies.....	Florin	....	.3766	.3766
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2785	.2785
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0035	.0035
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5983).

Commodity Officers—

Foods—

Live stock and products, fish and products, H. A. Gilbert (2380).

Plants and products, G. F. Clingan (7523).

Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals—

Iron and steel products, E. L. Smith (4082).

Iron and steel products, T. S. Walsh (4082).

Non-ferrous metals and non-metallic minerals, A. M. Tedford (4160).

Chemicals and allied products, S. G. Barclay (7886).

Machinery and industrial equipment, C. J. Gardner (4082).

Electrical machinery and equipment, A. S. MacRae (7601).

Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber—

Textiles and apparel, G. R. Poley and J. U. Curtis (3004).

Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper—

Wood and products, G. H. Rochester (6974).

Paper and products, E. Clarke and N. R. Chappell (6974).

General Products—

General products, W. H. Grant (3209).

Miscellaneous products, P. G. Jones (4160).

Durable consumer-goods, W. H. Grant (3209).

Token Shipments to U. K.—W. H. Black (5983).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417); Assistant Director, C. F. McGinnis (7163).

Raw Materials Section—Chief, C. F. McGinnis (7163); (Supply Research), A. C. Fairweather (6905), P. E. Jensen (6958), and M. C. Hughes (6958); (Trade Controls), W. G. Hopkins (6552).

Manufactured Goods Section—H. B. Scully and G. C. Clarke (6519).

Trade Services Directory—A. J. Langdon (6905).

Canadian Importers' Directory—Miss M. E. Adams (6552).

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5648).

Commercial Relations Division—Director, H. R. Kemp (5151); Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819).

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, Chief, S. L. Tilley (6588).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in twenty-eight British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA (5091).

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—Excredcorp (2-4828).

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries (7818).

Canadian Trade Commissioners

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—
Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

E. H. MAGUIRE, Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).

Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.1.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Métropole, 7th Floor, Av. Presidente Wilson 165.

W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Caixa Postal 2164, Rio de Janeiro.

British Malaya

ARTHUR WILDING, Canadian Commercial Agent. Address for letters—Room D-2, Union Building, Singapore.

Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India.

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building. Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523.

Territory includes Republic of Panama and the Canal Zone.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.

Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

RICHARD GREW. Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil. Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Guatemala

C. B. BIRKETT. Address for letters—P.O. Box 400, Guatemala City.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

C. R. GALLOW (Acting). Address for letters—P.O. Box 126.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

Ireland

E. L. McCOLL and H. L. E. PRIESTMAN, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Canadian Trade Commissioners

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—Casella Postule 475, Rome.

Territory includes Czechoslovakia, Malta, and Yugoslavia.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 1660, Wellington.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, *Cantracom*.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province, Orange Free State and South-West Africa, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, *Cantracom*.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, *Canadian Stockholm*.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, *Sleighing, London*.

London: R. P. BOWER, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England and East Anglia.

Cable address, *Sleighing, London*.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, *Canfrucum*.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, *Agrilson*.

London: R. D. ROE, Commercial Secretary for Canada (Timber Specialist), Canada House, Trafalgar Square, S.W.1.

Cable Address, *Sleighing, London*.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, *Cantracom*.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, *Cantracom*.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—8° Piso, Edif. America, Esq., Veroes, Caracas.

Territory includes Netherlands West Indies.

Commercial Intelligence Journal

Vol. LXXV

OTTAWA, OCTOBER 19, 1946

No. 2229



NOTICE TO SUBSCRIBERS

Subscribers are requested to renew their subscriptions to the *Commercial Intelligence Journal* on receipt of a notice from the King's Printer, Government Printing Bureau, Ottawa. Renewal notices will be mailed to subscribers four weeks prior to the expiry date of their subscriptions. If no reply has been received by this date, the name of the subscriber will be removed from the mailing list on the assumption that he no longer wishes to receive this publication.

The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, OCTOBER 19, 1946

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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Summary of Service to Traders (Inside Back Cover)	

COVER SUBJECT—Background for the recent beef agreement between Canada and Great Britain, whereby the latter will obtain a minimum of 120,000,000 pounds in 1947 and a maximum of 120,000,000 pounds in 1948. Although the number of livestock on farms in this country has declined 3.5 per cent from the all-time peak of 10,758,600 cattle on June 1, 1945, mostly in the Prairie Provinces, Canada is still in a position to fill some of the requirements of other countries whose resources have been strained by war.

National Film Board Photo

Britain Bought Two Million Cubic Feet of Plywood from Canada

Imports from Canada during first six months of 1946 of veneers and pitprops also substantially larger than before war—Shipments of woodpulp heavier, but total imports less than one-quarter 1938 figure—Canada source of supply for steel ingots.

By H. L. E. Priestman, Commercial Secretary for Canada

(This is the second of three articles prepared for the *Commercial Intelligence Journal* on Canada's trade with the United Kingdom during the first six months of the current calendar year.)

London, September 14, 1946.—Canada is an important source of lumber supply for the United Kingdom, and particularly for plywood, imports of which during the first six months of 1946 amounted to 1,900,498 cubic feet. This figure compares with 1,955,097 cubic feet during the corresponding period last year, and with 183,000 cubic feet during the first six months of 1938. A substantial advance is noted also in the imports of veneers, amounting during the first half of the current year to 104,569 cwts., compared with 124,198 cwts. in the corresponding period of 1945 and with 22,732 cwts. in the first six months of 1938.

Pitprop Purchases Heavier

Purchases of pitprops are also larger, imports during the period under review amounting to 59,431 piled cubic fathoms, compared with 15,379 in the first six months of 1945 and with 3,490 during the same period of 1938. There has also been an increase since before the war in the amount of hewn hardwood, sawn softwood and boxboards bought from Canada. A decrease is noted, however, in the imports of sawn hardwood, planed or dressed softwood and sleepers, as indicated in the following table:

Wood and Timber Imports From Canada

	1946 Jan.-June	1945 Jan.-June	1938 Jan.-June
		(Thousand cubic feet)	
Plywood	1,900.5	1,955.1	183
Hewn hardwood	656	456	228
Sawn hardwood	614	1,205	3,050
		(Hundredweight)	
Veneers	104,569	124,198	22,732
		(Piled cubic fathoms)	
Pitprops	59,431	15,379	3,490
		(Standards)	
Sawn softwood	152,545	166,564	144,924
Planed or dressed softwood ...	12,235	16,189	55,378
Sleepers	11,368	39,582	14,642
Boxboards	2,983	10,774	134

Canada Supplies More Woodpulp To U. K.

Of the 68,429 tons of dry, bleached woodpulp imported up to June 30, 1946, a total of 15,745 tons came from Canada. In six months of 1938, Canada was credited with supplying 3,538 tons of a total of 93,516 tons. Supplies from Finland have dropped heavily, but Swedish imports have increased substantially. In dry, unbleached pulp, a somewhat similar situation prevailed. Total imports this year were 174,359 tons, Canada supply-

ing 20,827 tons. In six months of 1938, total imports aggregated 288,746 tons, of which Canada furnished 8,730 tons. As regards wet mechanical pulp, the shortage is even more serious. Recorded imports in six months of 1938 amounted to 330,206 tons, of which Canada supplied 9,364 tons, but this had fallen in the first six months of 1946 to 93,148 tons, Canada's share being 6,869 tons.

Total Newsprint Imports One-fourth 1938 Figure

In the paper and cardboard group, comparison with 1938 shows a substantial contraction in imports from abroad. The aggregate of newsprint receipts in the first half of 1946 was 1,009,576 cwts., less than one-fourth of the 1938 half-year figure, and Canada's share shrank from 1,547,198 cwts. to 459,698 cwts.

However, although total imports of kraft paper fell during the parallel periods from 810,612 cwts. to 270,253 cwts., Canada's share increased from 18,642 cwts. in six months of 1938 to 43,543 cwts. this year. There was also an increase from 44,068 cwts. to 60,147 cwts. of kraftboard in reels. On the other hand, Canadian shipments of other cardboards dropped from 241,226 cwts. to 186,680 cwts.

Shipments of Steel Ingots From Canada Higher

While imports from Canada of ferro-alloys fell from 22,049 tons in the January-June period of 1945 to 13,105 tons this year, they compared with only 1,800 tons in six months of 1938, when Norway, which is only beginning to resume her trade, shipped 12,760 tons. A satisfactory situation is also apparent with respect to steel ingots, of which 29,182 tons were imported from Canada this year of a total of 38,298 tons. In the same period of 1945, Canada supplied 2,951 tons and none in 1938. Canadian shipments of blooms, billets and slabs (29,228 tons) were practically the same as in six months of 1938.

As might be expected, imports of aluminium ingots, blocks, etc., were heavily cut. Total imports in half of 1938 were 462,564 cwts., of which Canada contributed 304,142 cwts. Between January and June of 1946, imports from Canada, which was the only supplier, totalled 33,118 cwts.

Although there was an over-all shrinkage in imports of cobalt and cobalt-alloys as compared with 1945, Canada shipped 347,769 pounds as against 288,250 pounds in 1938. Over the same periods, supplies from all other sources dropped from 948,449 pounds to 298,500 pounds. Total imports of electrolytic unwrought copper were on a smaller scale than in 1938 (62,231 tons as against 98,482 tons), and Canadian consignments fell from 47,744 tons to 27,528 tons. The latter figure represented a rise of 10.079 tons over the figure for the first half of 1945.

Lead Imports Heavily Reduced

The reduction in imports of lead was even more striking. Total imports for the first half of 1946 (71,598 tons) were 131,992 tons less than in six months of 1938. Purchases from Canada (29,916 tons) fell by 45 per cent.

Imports of nickel from Canada in six months of 1938, totalling 184,076 cwts., fell off to 17,454 cwts., while Canadian zinc consignments dropped from 44,334 tons to 5,462 tons. Despite the fact that total receipts of machinery items (20,652 tons) were less than one-third of the 1938 total, deliveries from Canada (5,271 tons) rose by nearly 1,000 tons.

The tonnage of raw asbestos obtained from Canada this year was 11,188 tons, as compared with 9,750 tons in 1938. For the same periods, imports from Southern Rhodesia amounted to 7,051 tons and 7,920 tons, respectively.

There was a sharp decline in copper ore imports, which came almost exclusively from Canada. Canadian shipments were 6,608 tons for the first six months of 1946, as against 10,862 tons for the corresponding period of 1945, and 14,784 tons in 1938.

Very Slight Change In Import Totals

Total imports into Great Britain during the first six months of this year, compared with the corresponding periods of 1945 and 1938, are shown in the following tables:

Imports of Raw Materials and Articles, Mainly Unmanufactured

	1938 (Jan.-June)	1945 (Jan.-June)	1946 (Jan.-June)
Coal	£ 7,370	£ 825	£ 4,632
Other non-metalliferous mining and quarry products and the like	2,372,136	3,450,967	8,504,221
Iron ore and scrap	5,576,064	7,585,383	9,810,406
Non-ferrous metalliferous ores and scrap.....	8,167,960	11,915,302	9,168,302
Wood and timber	21,426,174	15,192,918	18,106,895
Raw cotton and cotton waste	14,789,814	25,218,993	21,629,765
Wool, raw and waste, and woollen rags.....	21,309,027	14,790,858	21,145,928
Silk, raw and waste, and artificial silk waste..	1,031,082	1,419,602	1,068,358
Other textile materials	5,887,721	8,567,216	7,197,676
Seeds and nuts for oil, oils, fats, resins and gums	15,297,938	23,856,222	31,624,255
Hides and skins, undressed	9,116,556	5,079,525	13,321,931
Paper-making materials	8,021,384	5,401,850	8,353,087
Rubber	5,751,646	4,340,282	15,087,266
Miscellaneous raw materials and articles mainly unmanufactured	5,274,521	7,807,396	9,957,952
Total	£124,029,443	£134,627,322	£174,980,674

Imports of Articles, Mainly Manufactured

	1938 (Jan.-June)	1945 (Jan.-June)	1946 (Jan.-June)
Coke and manufactured fuel	£ 4,149	£	£ 8
Pottery, glass, abrasives, etc.	3,670,574	352,675	516,402
Iron and steel and manufactures thereof.....	7,408,023	3,857,146	3,972,034
Non-ferrous metals and manufactures thereof..	20,408,595	13,980,553	12,102,725
Cutlery, hardware, implements and instruments.	3,530,848	3,798,477	1,465,077
Electrical goods and apparatus	1,553,402	13,135,655	1,778,979
Machinery	10,919,264	12,801,912	6,315,634
Manufactures of wood and timber.....	3,143,387	3,787,254	5,503,064
Cotton yarns and manufactures	1,567,632	1,348,700	327,020
Woollen and worsted yarns and manufactures...	1,919,055	1,371,678	600,552
Silk and artificial silk yarns and manufactures..	2,473,074	1,899,544	368,248
Manufactures of other textile materials.....	2,302,999	5,349,174	5,152,970
Apparel	4,013,928	3,234,612	719,215
Footwear	1,397,173	196,287	444,243
Chemicals, drugs, dyes and colours.....	6,806,347	11,454,897	8,725,230
Oils, fats and resins, manufactured.....	22,035,242	104,235,363	41,988,717
Leather and manufactures thereof	3,220,146	2,198,250	3,893,404
Paper, cardboard, etc.	7,420,998	5,519,967	4,997,404
Vehicles (including locomotives, ships, aircraft).	2,266,320	2,877,910	1,502,561
Rubber manufactures	340,580	52,558	8,693
Miscellaneous articles wholly or mainly manu- factured	10,436,021	4,383,033	6,714,903
Total	£116,837,757	£195,835,645	£107,097,083

Total imports during the first half of the current calendar year had a value of £597,659,122, which is only slightly lower than those for the corresponding period of 1945, amounting to £598,230,390. Imports during the same period in 1938 were valued at £459,754,467.

Imports for Eight-Month Period Highest in Canadian History

Total valued at \$1,204.7 millions, compared with \$1,065.5 millions for corresponding period last year—Purchases from United States and Latin American countries larger—No change in United Kingdom figures, if returns of military equipment excluded.

By D. H. Fullerton, Research and Development, Dominion Bureau of Statistics

Imports for the first eight months of the current calendar year are higher than for any comparable period in Canadian history. The increase over corresponding figures for last year is attributed in large measure to heavier imports from the United States and Latin American countries. If returned Canadian military equipment is excluded, practically no change has taken place with respect to imports from the United Kingdom.

The value of imports during the period under review, amounting to \$1,204.7 millions, reflects the continuing high level of demand in Canada, together with the increasing availability of foreign goods and shipping facilities. With seventy-five per cent of August imports originating in the United States, the increasing price levels in that country may have offset the saving to Canadians from an appreciation in the value of the Canadian dollar. Alternatively, however, the advance in import values may be due in whole or in part to larger shipments of commodities. For purposes of comparison, it may be noted that imports during the first eight months of 1945 were valued at \$1,065.5 millions, and for the full calendar year 1939 at \$751.0 millions.

August Purchases Near Peak Figure

Imports for consumption in August were valued at \$163.2 millions, which represents the second highest monthly figure in Canadian history, the peak figure of \$164.2 millions having been reached in May of this year. An increase of \$1.6 millions over the total for the month of July is shown, and an advance of \$35.1 millions over imports for August, 1945.

Considered geographically, imports from the United States were valued at \$864.0 millions during the first eight months of this year, compared with \$818.4 millions in the corresponding period last year. An increase of \$10.6 millions is recorded in imports during August from the United States over those for July, and one of \$26.3 millions over those for August, 1945. Increases are widely distributed, and follow the normal pattern, involving such items as: Cotton and its products, farm implements and machinery, other machinery, passenger automobiles, coal, and petroleum and its products.

Normal Imports from U.K. Unchanged

There is a decline of \$7.4 millions in imports from the United Kingdom, compared with the value for July, 1946. This is entirely due to a decrease, from \$9.8 millions to \$2.3 millions, in the value of Canadian military equipment shipped back to Canada. Little change was noted in the value of normal shipments from the United Kingdom to this country from July totals. An increase of \$3.9 millions is recorded over imports for August, 1945, of which \$1.8 millions represent heavier shipments of Canadian military equipment. The increase of normal imports is, therefore, only \$2.1 millions.

"Other Empire" countries contributed more extensively to the import totals for the month under review, an increase of \$4.1 millions having been recorded over the corresponding total for last year. This is attributed in large measure to an increase in imports from the Straits Settlements of \$1.3 millions, consisting principally of crude rubber; of \$1.2 millions from the British West Indies, consisting mainly of sugar; and of \$1.0 millions from Nigeria, consisting for the most part of cocoa beans.



Imports from the Straits Settlements were higher for the first eight months of this year by \$2.2 millions, consisting principally of crude rubber, shown here in one of Singapore's warehouses (called godowns), awaiting shipment.

Monthly Variations of No Great Significance

Trade with "Non-Empire" countries, other than the United States, declined from \$17.8 millions in July, 1946, to \$12.0 millions during the month under review. This decrease was noted principally in purchases from Switzerland, Brazil, Venezuela and Cuba. Variations from month to month in imports from countries other than the United States and Great Britain should not be considered of any great significance, as the governing factor is usually the arrival date of a particular ship. In other words, the flow of imports from most countries is spasmodic, and the trend may be interpreted more accurately by making use of cumulative figures for several months.

Significant Trends Noted

The following significant trends are noted in comparing the value of imports during the first eight months of this year with those for the corresponding period of 1945:

(a) Imports from the United States were up by \$35.6 millions, which is slightly more than 4 per cent.

(b) No appreciable change has taken place with respect to shipments from the United Kingdom to Canada. While the statistical record lists an increase of \$58.2 millions, this is accounted for by an increase of \$58.3 millions in Canadian military equipment, which was returned to this country.

(c) Substantial increases in the value of imports from the following countries for the first eight months of 1946, as compared with imports for the corresponding period last year:

	8 Months 1945	8 Months 1946
Belgium	\$.2	\$ 2.3
Brazil	4.2	10.1
Cuba	5.7	9.9
Fiji .....	.9	2.3
Honduras	5.4	11.2
Jamaica	4.9	7.9
Mexico	9.2	11.9
Nigeria	2.6	4.8
Switzerland	3.9	7.8
Venezuela	10.7	15.8

Imports into Canada for Consumption, by Countries

	Month of August		Eight Months ended August	
	1945	1946	1945	1946
BRITISH EMPIRE				
United Kingdom	\$ 10,661,079	\$ 14,512,474	\$ 89,055,586	\$ 147,302,722
Eire	4,038	.....	7,030	8,475
Aden .....	.....	.....	1,675	.....
Africa—				
British East	58,204	214,096	1,111,386	1,853,932
British South	644,499	765,093	4,314,341	6,094,619
Southern Rhodesia	6,730	7,223	503,071	54,456
British West—				
Gold Coast	188,536	518	5,482,023	3,151,467
Nigeria	49,415	1,121,293	2,610,516	4,758,815
Sierra Leone .....	.....	.....	1,532	.....
Bermuda	32,964	5,844	60,384	37,513
British East Indies—				
British India	1,062,485	1,334,401	20,948,019	17,150,735
Burma .....	.....	1,000	.....	1,000
Ceylon	837,004	324,405	4,535,501	2,435,097
Straits Settlements .....	.....	1,256,712	.....	2,231,034
British Guiana	864,826	1,536,109	7,458,199	6,380,992
British Honduras .....	.....	.....	294,713	883,566
British Sudan	2,144	5,574	40,862	32,276
British West Indies—				
Barbados	641,975	1,071,432	4,379,569	3,424,549
Jamaica	892,936	1,259,563	4,868,726	7,851,563
Trinidad and Tobago	89,799	560,370	2,296,275	2,219,359
Other British West Indies	26,832	50,359	567,252	456,425
Falkland Islands .....	.....	.....	424,458	.....
Hong Kong .....	.....	7,850	.....	27,261
Malta	3,289	3,158	14,048	41,292
Newfoundland	1,804,483	709,415	8,575,896	5,312,667
Oceania—				
Australia	1,468,642	2,211,989	11,137,190	13,143,066
Fiji .....	.....	302,893	880,528	2,258,010
New Zealand	527,383	785,660	5,102,741	6,181,950
Other British Oceania .....	.....	.....	409,374	420,074
Palestine	12,251	4,040	261,072	363,136
TOTAL BRITISH EMPIRE	\$ 19,879,514	\$ 28,051,471	\$ 175,341,967	\$ 234,076,051
FOREIGN COUNTRIES				
Abyssinia .....	.....	.....	1,789	1,105
Afghanistan	36,603	16,080	417,180	1,572,084
Argentina	435,120	660,914	5,812,915	4,006,222
Belgium	35	339,745	229	2,261,597
Belgian Congo	11,609	6,384	42,571	478,314
Bolivia	50	.....	25,428	32,069
Brazil	815,894	515,910	4,172,795	10,111,506
Chile	43,316	19,669	409,377	246,270
China .....	.....	231,153	239	1,837,919
Colombia	728,871	912,510	7,741,190	7,267,308
Costa Rica	334,810	33,570	487,150	323,875
Cuba	981,872	896,909	5,685,890	9,922,939
Czechoslovakia .....	.....	60,535	.....	191,077
Denmark .....	.....	6,545	.....	41,930
Greenland	76,822	.....	127,340	6,828
Ecuador	292,918	3,837	1,644,139	81,902
Egypt	3,536	.....	136,885	168,902

Imports into Canada, by Countries—*Conc.*

Foreign Countries— <i>Conc.</i>	Month of August		Eight Months ended August	
	1945	1946	1945	1946
Finland .....	.....	3,984	.....	8,144
France	8,184	536,732	11,650	2,333,155
French Africa .....	.....	813	129,733	316,124
French Guiana .....	.....	287	.....	287
French Oceania	2,011	.....	29,695	21,836
French West Indies	24,446	.....	93,971	3,262
Madagascar	1,671	.....	86,724	94,125
St. Pierre and Miquelon..	4,936	2,587	6,073	4,372
Germany	45	180	105	10,384
Greece	360	7,403	360	39,164
Guatemala	264,647	180,729	1,320,959	2,593,646
Hayti (Republic of)	19,714	7,839	268,222	737,153
Honduras	803,782	1,343,034	5,376,383	11,205,486
Iceland	118	40	759	954
Iraq (Mesopotamia)	20,202	.....	951,728	1,156,415
Italy	45	216,327	172	1,212,964
Italian Africa, Other .....	.....	.....	.....	4,420
Japan .....	.....	.....	.....	2,004
Liberia .....	.....	.....	6,560	59,972
Mexico	1,177,613	730,825	9,231,199	11,902,679
Morocco	3,520	.....	96,473	17,927
Netherlands	4,127	118,573	34,264	1,102,755
Netherlands East Indies..	3,779	6,923	10,475	30,656
Netherlands West Indies..	.....	245,907	640,261	1,833,119
Nicaragua	283	.....	283	13,037
Norway	134,836	24,784	566,054	741,236
Panama .....	.....	1,376	33,698	11,640
Paraguay	36,895	.....	131,464	213,024
Persia	25,080	.....	180,991	256,714
Peru	1,140	10,402	111,094	548,306
Philippine Islands .....	.....	.....	25	31,194
Poland .....	.....	.....	.....	80
Portugal	109,870	172,895	840,553	1,566,658
Azores and Madeira	9,352	10,508	34,309	115,956
Portuguese Africa	42,919	.....	239,924	510,192
Russia (U.S.S.R.)	81,484	5,227	1,104,329	1,491,290
Salvador	159,369	.....	1,170,508	2,402,472
San Domingo (Dom. Repub.)	1,563,034	52,931	5,061,350	4,117,605
Siam .....	.....	2,010	.....	2,010
Spain	384,702	319,421	2,320,464	3,458,935
Sweden	57,574	267,713	116,210	2,518,097
Switzerland	878,709	773,570	3,895,037	7,843,163
Syria	1,000	4,888	12,662	28,677
Turkey	36,172	56,454	125,491	689,889
United States	96,755,696	123,122,941	818,359,912	853,968,072
Alaska	15,410	99,147	73,063	217,837
American Virgin Islands..	.....	2,871	.....	8,871
Hawaii .....	.....	60,497	2,500	306,946
Puerto Rico	7,847	3,486	22,157	125,683
Uruguay	14,485	109,679	85,521	388,342
Venezuela	1,838,153	2,965,736	10,679,615	15,817,449
Yugoslavia .....	.....	.....	.....	1,752
TOTAL FOREIGN COUNTRIES	\$ 108,254,666	\$ 135,172,480	\$ 890,168,097	\$ 970,637,977
TOTAL	\$ 128,134,180	\$ 163,223,951	\$ 1,065,510,064	\$ 1,204,714,028

Chemical Equipment Required By Egypt

Cairo, September 15, 1946 (FTS).—Substantial orders for machinery will be placed on behalf of a newly formed company, Fertilizer and Chemical Industries of Egypt, having a capital of £4,000,000. The new company plans an output of 250,000 tons of nitrate and fertilizer a year, and expects to provide employment for thousands of Egyptians. Raw materials will be obtained in this country. It is estimated that nearly £1,000,000 worth of machinery will be required for the new plant in the Nile delta, most of which will likely be obtained from the United Kingdom.

Part of German Merchant Fleet Being Allocated to Canada

Shipping losses during war 336,000 gross tons, representing 1.42 per cent of Allied total of 23,608,000 tons —Vessels allocated to Britain and United States pooled for distribution among eighteen countries in Inter-Allied Reparation Agency.

By Industrial Development Division, Foreign Trade Service

Canada sustained merchant shipping losses during the period of hostilities amounting to 336,000 gross tons, which represents 1.42 per cent of the total losses of the Allied Powers, amounting to a grand total of 23,608,000 gross tons. Allocations made on behalf of the Inter-Allied Reparation Agency from approximately 750,000 gross tons of German shipping available for distribution amounted to 10,797 tons.

According to the first quarterly report of the Inter-Allied Reparation Agency, it was laid down in the Potsdam Agreement of August, 1945, that the whole of the German merchant fleet should be divided between the governments of the United Kingdom, the United States and the U.S.S.R. A tripartite committee of experts, meeting in London last January, made the first division. Ships allocated to the British and American governments were then pooled for distribution between the eighteen governments participating in the agency, in proportion to their total losses during the war. The number of vessels in this pool amounted to 276, of 750,000 tons.

Inaccurate Information Caused Complications

Claims of the countries concerned were divided into the following categories: passenger vessels, tankers and special ships, cargo liners and cargo vessels. It was agreed that, for each ship claimed as lost, the category should be given, together with details of its age. Difficulties were experienced at the outset, as inaccurate information was submitted respecting the tonnage, age and the condition of vessels for which compensation was sought. Furthermore, vessels available for allocation were for the most part different in type and value from those lost, constituting an additional problem for the commission responsible for their distribution.

Canada Seeks Small, High-speed Vessels

Denmark, Greece, India, the Netherlands and Yugoslavia asked for small coastal vessels, adapted for special purposes, such as the transportation of timber cargoes. Few vessels of this type existed in the German merchant fleet, and those available were old or in poor condition. Similarly, Belgium and Canada were particularly interested in small, high-speed passenger vessels, of which very few were available for distribution. The United States assisted in the allocation by waiving its claims to 90,000 tons of shipping, or about 65 per cent of its total. The United Kingdom also helped by accepting vessels other than ships of categories for which claims had been submitted.

Fifteen Passenger Liners, Including *Europa*

Vessels allocated totalled 247, representing 686,334 gross tons of shipping. They include fifteen passenger liners, among which is the *Europa*, of 50,000 tons, allocated to France, some thirty tankers, nearly 200 cargo

vessels and cargo liners, and two fully-equipped whaling vessels of "floating factory" type. About two-thirds of the total amount of available shipping has thus been allocated. Decisions have been reserved in respect of a further twenty-six vessels, concerning which additional information has to be obtained.

Losses and Allocations of Merchant Ships

	Recognized losses Gross tons	Percent of losses	Shipping allocated Gross tons
United Kingdom	10,870,000	46.04	349,619
United States	4,209,000	17.82	46,925
Norway	2,393,000	10.14	77,618
France	1,814,000	7.68	60,162
Netherlands	1,555,000	6.59	51,915
Greece	1,178,000	4.99	42,354
Denmark	518,000	2.19	20,109
Canada	336,000	1.42	10,797
Belgium	313,000	1.33	11,195
Yugoslavia	202,000	0.86	11,020
India	56,000	0.24	....
Egypt	55,000	0.23	1,923
Australia	44,000	0.19	1,279
South Africa	33,000	0.14	....
New Zealand	32,000	0.14	1,418
	23,608,000	100.00	686,334

Housing Construction in Scotland Slowly Overtakes Shortage

Contracts let for 46,000 permanent homes, of which 3,000 already built and 16,700 being erected—Painters are presently scarce—Brick production increasing.

By G. B. Johnson, Canadian Trade Commissioner

Glasgow, September 30, 1946.—Contracts have been let for the construction of over 46,000 permanent houses in Scotland, according to George Buchanan, Under-Secretary of State for Scotland, which will meet part of the shortage generally estimated at 500,000. Nearly 3,000 have already been built, and over 16,700 are presently under construction. Over 5,000 temporary houses are now occupied, and that total is being raised at the rate of 200 a week.

More than 17,000 houses for which contracts have been let will be built with materials other than brick, such as timber, steel, concrete and combinations of steel and concrete, as there has been a brick famine in this country. Scottish brickyards were producing about nine million bricks a month last year, whereas the output today is approximately 37 million. In the interval, bricks were imported from England and Belgium. Of the other types, such as the Weir and Atholl steel houses and those built of Swedish timber, 3,500 were already under construction in August, and nearly 200 of these have been completed.

Mr. Buchanan requested householders and shopkeepers not to employ painters for a few months longer. There were some hundreds of houses, complete in all other respects, which could not be occupied because there were not sufficient painters to provide the necessary finishing touches.

Egypt Receives Flour From Canada

Cairo, September 15, 1946 (FTS).—Egyptian authorities have received 7,000 tons of Canadian flour.

British Colonies in the Caribbean Seek Foodstuffs From Canada

Trading conditions active in Eastern Group of Islands and Guianas—Silk-worm industry being established—Caribbean Commission secretariat to have headquarters in Trinidad—More settlers required by British, Dutch and French Guiana.

By T. G. Major, Canadian Trade Commissioner

Port of Spain, Trinidad, October 2, 1946,—Trading conditions throughout the Eastern Group of the British West Indies, British, Dutch and French Guiana continued active during the four months ended in August, despite shortages of consumer goods. Scarcities have been more apparent in the larger colonies than in some of the smaller islands. Recent shipments from the United Kingdom have eased the supply position in many lines, and good stocks are expected for the Christmas trade. No important change is noted in the level of bank clearings in the British colonies. Tourist traffic has been light, except in the American Virgin Islands, due to the absence of passenger vessels.

The supply position in the French territories is being eased, particularly with respect to foodstuffs, as a result of purchases with dollars made available under the Canadian loan to France. There is still a shortage of dollars in Dutch Guiana (Surinam), where a sharp decline in the exportation of bauxite has aggravated the situation.

Colonies Look To Canada for Foodstuffs

While it is yet too early to assess the full effects of the revaluation of the Canadian dollar, an upward movement in the landed costs of Canadian goods is developing already. Because of supply shortages in Canada, this tendency is more apparent in the field of foodstuffs than for other commodities. As the British colonies are dependent upon Canada and Newfoundland for the large proportion of their food imports, increases in the cost of living—already double that of the prewar base period—may be expected. This will be partly offset by government subsidies. The dollar revaluation, plus the raising of the Canadian wheat export price to the level of the United States wheat export figure, has resulted in a rise in the landed cost of flour by some 40 per cent. This condition is receiving consideration from the various colonial governments.

Domestic Food Production Encouraged

Active steps have already been taken in some of the colonies to deal with the rising cost of living. In British Guiana, this took the form of freezing prices of staple foods and a reduction in profit margins, especially of clothing and textiles. In most of the colonies, but more particularly in Trinidad and Tobago, an active campaign is under way to step up the production of domestic foodstuffs. This problem is being handled, not only from the short-term viewpoint, but with the idea of making the colonies less dependent on imported foodstuffs, such as milk products, eggs and meat. Supplies of dairy produce from abroad are entirely inadequate to meet the minimum nutritional needs of the people. The immediate development of a dairy, poultry and meat industry is handicapped by a shortage of feedstuffs, most of which must be imported.

Surveys of the Eastern Group of islands in the British West Indies and British Guiana with respect to their forest and fishery resources are nearing completion. Prospecting continues in British Guiana for gold and diamonds, both Canadian and British capital being involved, as in prewar days. Prospectors are particularly busy in the diamond fields, despite the difficulty of obtaining provisions and equipment. The government of French Guiana (Cayenne) is encouraging the investment of foreign capital in the development of that country's forest, mineral and agricultural resources.

Silk-Worm Industry Established

The establishment of a silk-worm industry is being promoted throughout the British West Indies by interests in the United Kingdom, and receiving the blessings of the various governments involved. In addition, assistance is being given to the development of cottage handicrafts, the organization of co-operative credit unions and marketing associations. In the latter field, a co-operative nutmeg association has been formed in Grenada and another covering the copra producers is being organized.

Agricultural Conditions Favourable

Agricultural conditions have been favourable during the period under review, although weather in the Leeward Islands and Barbados has been rather dry. Excessive rainfall in the coastal region of British Guiana delayed milling of the rice crops, and hampered operations on the sugar plantations. Sugar production has been good, and the higher price being paid by the Ministry of Food will have beneficial results. An increase in the price of copra in British Guiana, from five to seven cents per pound, brought supplies forward. This also enabled the crushing and refining mill, which supplies local industries producing cooking oil, margarine, lard substitute and soap, to be re-opened. Feed was also made available for the live-stock industry.

Limes and Lime Juice for Canada

The nutmeg crop in Grenada was disappointingly small, in the face of a short market and high prices. A recent shipment of green limes and lime juice to Canada from Dominica yielded satisfactory returns, although the market for distilled lime oil is dull and stocks are high. New petroleum operations in Trinidad and in the Gulf of Paria are planned. The cocoa crop was up 15 per cent over that of 1945, and the export demand for citrus juice and coffee has been good. Production of edible oil was estimated at 90,000 gallons, which falls short of the local demand for 120,000 gallons.

Caribbean Commission Secretariat in Trinidad

Discussions concerning increased local autonomy for Dutch Guiana and the Netherlands West Indies are taking place with the metropolitan government. As a result of recommendations made at the West Indies Conference, held in St. Thomas last March, the Caribbean Commission will establish a permanent secretariat in Trinidad late this year under direction of the new secretary-general, a former governor of the American Virgin Islands. The commission itself has been completed by the appointment thereto of two West Indians, as additional British Commissioners. The purpose of this commission is to promote the idea of co-ordinated action on problems common to various parts of the Caribbean. It comprises representatives of the British, French, Netherlands and United States governments and dependent territories.

Arrowroot Production Higher

Cotton crops in the Leewards suffered from dry weather, but have been sold to the United States and Great Britain. In St. Vincent, arrowroot production was higher than last year by some 30 per cent. The sugar cane crop in Barbados was fairly satisfactory, but suffered from lack of rain. Labour shortages in Dutch Guiana are forcing planters out of sugar and the territory is now on an import basis.

Universal Suffrage Introduced

Labour conditions have been satisfactory, on the whole, though there have been a few minor strikes. Indications of future difficulties are apparent in Barbados and Trinidad. The labour movement is closely linked with political developments, and in recent elections labour candidates were uniformly successful. The first election to be held under universal suffrage took place in Trinidad last July, and provision is being made for similar procedure in British Guiana and Barbados.

Further consideration has been given to the Federation of the Leeward and Windward Islands, and some announcement is expected on the return from England of the respective governors. The governor of British Guiana recently supported the idea of a wider federal union, with the ultimate provision of Dominion status, immediately following his return from the United Kingdom.

Guianas Require More Settlers

Stationary or declining populations in most of the smaller islands are revealed by returns of the census taken in the British colonies last April. On the other hand, that of British Guiana has increased by 21 per cent since 1931, and of Trinidad and Tobago by 34 per cent. Despite a slight decrease in Barbados, the population is generally regarded as too great, and emigration to other parts of the Caribbean is considered desirable. There is a demand for more people in the Guianas (British, Dutch and French), and it is proposed that settlers for the interior be brought in from India.

Newsprint and Footwear In Middle East

Cairo, September 15, 1946 (FTS).—Newsprint and footwear containing leather have been deleted from the list of shortages in the Middle East. Licences to import these goods from countries in the sterling area are, therefore, no longer required. Outside the sterling area, however, importers are free to buy where they wish, subject to import licence.

Onions High In Egypt

Cairo, September 15, 1946 (FTS).—Although the onion export season has officially finished, the public is still paying pt. 2½ per oke (2.75 pounds) for onions. This is attributed to hoarding on the part of dealers. Egypt exported 1,500,000 sacks of onions this season, of which Britain bought two-thirds.

Syria May Join Sterling Bloc

Cairo, September 15, 1946 (FTS).—The Government in Syria contemplates basing Syria's currency on the pound sterling, instead of on the French franc as at present.

Chemical Industry of Mexico Made Progress During Boom Period

Domestic production meets ten per cent of present requirements—Fifty-one companies operating—Germany formerly dominated market, but United States now main source of supply.

By A. W. Evans, Assistant Commercial Secretary, Canadian Embassy

Mexico City, September 29, 1946.—Mexico is experiencing industrial development of unprecedented proportions. Census figures for 1945 indicate that the number of commercial enterprises has risen to 28,000 from a total of 14,000 in 1940. This is attributed mainly to more stable political conditions, with encouragement from the government for investment in industry, expansion in foreign trade and a steady influx of capital and technical assistance from abroad, much of this coming from the United States.

Soda Ash Being Sought By Evaporation

The chemical industry has derived advantage from this development, domestic production of chemicals having increased to more than three times the prewar volume. Mexico is now able to supply ten per cent of her total requirements. Among companies coming into production is the Sosa Texcoco, S.A., having a capital of over one million dollars, which is completing a plant to obtain by evaporation from the bed of Lake Texcoco soda ash, caustic soda, salt and potassium salts. Celanese Mexicana, S.A., is erecting a factory near Guadalupe for the production of acetate. Other projects provide for the production of acetyl-salicylic acid, salicylicates, phenol, acetic acid, sodium sulphate, carbon dioxide, penicillin and Manazo dyes.

Some forty-three companies, with capital ranging from \$10,000 to \$2,000,000, are now in operation, as well as eight companies producing chemical by-products. The following indicates the proportion of Mexico's requirements now being met by domestic production:

Requirements Met By Domestic Production

<i>Inorganic</i>	<i>Per Cent</i>	<i>Organic</i>	<i>Per Cent</i>
Ammonium sulphate	25	Acetic acid	1
Bismuth salts	75	Acetone	5
Calcium chloride	10	Acetylene	100
Calcium phosphate	70	Benzol	100
Chlorine	10	Butane	50
Copper sulphate	5	Butyl alcohol	70
Hydrochloric acid	30	Calcium carbide	100
Hydrofluoric acid	10	Castor oil (refined)	5
Hydrogen peroxide	20	Citric acid	5
Lead arsenate	80	Ethane	50
Mercuric chloride	70	Ethyl alcohol	100
Sodium carbonate	1	Formaldehyde	0
Sodium hydroxide	1	Glucosates	80
Sodium phosphate	10	Glycerine	70
Sodium silicate	40	Hormones	40
Sodium sulphate	20	Lactates	50
Sodium sulphide	10	Liver extracts	25
Stannous chloride	10	Menthol	10
Stannous oxide	40	Methyl alcohol	5
Stannic sulphate	10	Nitric ether	20 to 100
Sulphur	50	Stearic acid	30
Sulphur dioxide	30	Sulphuric ether	20 to 100
Sulphuric acid	80	Tartaric acid and salts	30
Zinc oxide	60		

Germany Formerly Dominated Market

Prior to World War II, the Mexican market for chemicals was virtually dominated by Germany, with the United States as the leading competitor. France, although far behind, was the next strongest competitor. By 1943, however, the situation had undergone a complete change. Germany and France could no longer supply, and the United States took over the market completely. At the present time, Mexico's imports are supplied almost entirely by United States chemical houses.

Relatively Small Imports From Canada

Canada's exports of chemicals to Mexico last year amounted to some \$700,000, nearly 10 per cent of her total exports to that country. This figure is very small, however, compared to total imports of over \$26,000,000. Imports from Canada included soda and sodium compounds, medicinal preparations, miscellaneous drugs and dyes, acids, paints and varnishes, and cellulose products. Numerous enquiries covering a wide range of chemical products, received by the Canadian Embassy in Mexico, proved impossible to fill because of the shortage of supplies. However, as soon as this situation eases, the Mexican market will offer interesting possibilities to Canadian manufacturers.

Good Market Possibilities for Chemicals

From the foregoing it is evident that the Mexican market for chemicals is a large and growing one, with increased industrialization offering a permanently enlarged demand. Although the bulk of the imports are now being made by the United States, it is believed that France and Britain will emerge as strong competitors once conditions return to normal. With government assistance through tax concessions, import licences and a protective tariff, domestic production can be expected to increase, but many years must elapse before this can offer serious competition, except within a limited range.

British Import Controls Further Lightened for Certain Goods

Procedure, effective October 26, not confined to manufacturers with prewar history in British market—Shipments must be made before end of year.

By British Empire Section, Foreign Trade Service

London, October 17, 1946.—Great Britain has further lightened import licensing controls to permit of the entry from Canada and other countries of limited quantities of certain products during the balance of this year. The United Kingdom is prepared to consider applications for import licences from British firms that were regular prewar importers of the goods concerned, provided they can satisfy the Board of Trade in London that they have firm offers from prospective suppliers, covering specified quantities and indicating the values of these goods. It is stipulated, however, that applications should be submitted by importers in the United Kingdom not later than October 26.

Unlike the token shipment procedure, previously announced, under which commodities will be accepted only from manufacturers having a prewar export history in this market, the new plan permits British importers with a prewar history of trade with any foreign source to purchase limited quantities of listed goods from any available source.

Canadian Firms Should Make Offers

While participation in this new procedure rests on an application from a British importer, it would appear that Canadian exporters of the products enumerated below should make firm offers to their respective agents in the United Kingdom, provided they can make shipment before the end of this year. On the basis of such firm offers, British authorities will consider granting import licences to firms entitled to participate in this plan. Additional quantities of products already eligible for shipment under "token" arrangements may be admitted under this new procedure.

Commodities Admitted To United Kingdom

Women's Wellington rubber boots
Children's Wellington rubber boots (larger sizes)
Perambulators
Corsets and brassieres
Vacuum flasks and glass inners
Football cases
Domestic enamelled hollow-ware
Brooms, broom and brush parts, scrubbing brushes and other household brushes
Inexpensive trunks, suitcases, attaché cases and other travel bags and handbags, of imitation leather and the like
Finished elastic
Fountain pens
Scissors
Artists' canvas
Artists' brushes

Shanghai Regains Prewar Position As China's Principal Port

Recent returns indicate that 71·6 per cent of total imports and 60·7 per cent of total exports handled through Shanghai—United States main source of supply and destination for exports.

By Asia Section, Foreign Trade Service

Shanghai, September 15, 1946.—Shanghai has regained its eminent prewar position as China's principal port. This fact is strikingly illustrated in the official returns of the Chinese Maritime Customs, which indicate that 71·6 per cent of the country's imports and 60·7 per cent of the exports from China were handled through Shanghai during the first seven months of the current calendar year. Imports were valued at 614 billion Chinese dollars (approximately £60,000,000), of which \$440 billions (£42,000,000) entered through Shanghai. Chinese exports during the same period totalled \$96 billions (£9,500,000), of which \$58 billions (£5,500,000) passed through this port.

Kowloon was second on the import list, being responsible for 20 per cent of the total. Less than three per cent of the imports entered through Canton. The situation was reversed, so far as exports were concerned, Canton being responsible for 15 per cent of the country's total.

MAP
SHOWING
CHIEF PORTS
OF
CHINA

Prepared by
National Development Bureau
Dept. of the Interior
Ottawa, Canada

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Ottawa, Canada

Tientsin and Tsingtao Decline

The Yellow Sea ports of North China made a poor showing, the former thriving ports of Tientsin and Tsingtao having handled only 2·2 and 1·35 per cent respectively of the imports. Exports through Tientsin were higher, however, amounting to 13·5 per cent of the total from the whole of China.

Imports from the United States were valued at Chinese \$329 billions, representing 54 per cent of the total imports of \$614 billions. The United States was also China's best customer, exports to that country being valued at Chinese \$46 billions, of the total of \$96 billions during the first seven months of this year. The import surplus was covered by credits furnished officially by the United States to the Chinese Government or by private bank and business credits.

Brazil and India were next on the list of sources of supply. The United Kingdom was responsible for only 2·44 per cent of China's imports, being surpassed even by Japan, which supplied 2·5 per cent of her foreign requirements.

China Prohibits the Importation and Exportation of Certain Items

Wide range of luxuries, including automobiles costing more than U.S. \$1,200, f.o.b. factory, toys and games, cosmetics and perfumery banned—Export permits required for such articles as salt, wild animals, rice, antiques and birds' skins.

By Asia Section, Foreign Trade Service

Further to a review of China's tariff history, reproduced in the October 5th issue of the *Commercial Intelligence Journal*, items listed in the three import classifications, as set forth in the new Chinese Customs Regulations, are as follows:

Articles which may be imported only after obtaining a special licence from the customs authorities:

- Passenger motor cars, other than those on the prohibited list, and chassis thereof.
- Sugar, cube and loaf.
- Tobacco leaf.
- Kerosene oil.
- Cinematographic film, developed.

Articles for the importation of which no special licence is required, but on which a luxury surtax of fifty per cent of the existing tariff rates is levied:

- Watches.
- Wines, beer, spirits, table waters, etc.
- Cigarettes, cigars, snuff, chewing tobacco and prepared tobacco.
- Jewellery and ornaments, n.o.p.f.
- Pearls, real and imitation.
- Precious and semi-precious stones, not including uncut and unpolished stones.

Importation of Luxuries Prohibited

Articles, classed as luxuries, the importation of which is prohibited:

- Imitation gold or silver thread, on cotton.
- Lace, trimmings, embroidered goods and all other materials used for decorative or ornamental purposes, and all products made wholly thereof. (Cotton, flax, ramie, hemp, jute, wool and silk).

- Woollen carpets, carpeting and all other floor coverings, pure or mixed.

- Imitation gold and silver thread, on silk, pure or mixed.

- Silk-knitted tissue, pure or mixed.

- Silk velvets, plushes and all other pile cloths, pure or mixed.

- Silk piece goods, pure or mixed, n.o.p.f.

Silk clothing and all other silk articles for personal wear and parts and accessories thereof, n.o.p.f.

Automobiles with seven-passenger capacity or less, whose net f.o.b. factory cost to dealers exceeds U.S. \$1,200 or equivalent, and chassis thereof.

Musk.

Manufactures of tusks.

Curios and antiques.

Damasceneware, satsumaware and lacquerware.

Decorative or ornamental materials or products, n.o.p.f., including spangles, tinsel and tinsel wire, metallic trimmings, etc.

Manicure sets and parts thereof, powder puffs and cases, and vanity cases.

Perfumery and cosmetics.

Toys and games.

Umbrellas and sunshades—

(a) With handles wholly or partly of precious metals, ivory, mother-of-pearl, tortoiseshell, agate, etc., or jewelled.

(b) With all other handles, silk and silk mixtures.

Ban Imposed On Exportation of Certain Items

Exportation of the following items is prohibited, unless permission has been secured from the government through the customs authorities:

Government-controlled mineral products; namely, the metallic ores and smelted metals of wolfram, antimony, tin and quicksilver.

Silver coins, silver bullion, gold bullion, subsidiary coins of nickel and metal alloy, copper cash and coins and copper remelted therefrom.

Salt.

Wild animals and birds, alive, of all kinds, including game.

Birds' skins (i.e., skin with feathers on) and feathers of wild birds held together by any small portion of the skins.

Antiques.

Original writings of Dr. Sun Yat-sen, ancient Chinese books and archives from government departments.

Rice, paddy, wheat, wheat flour and manufactures thereof.

Cotton yarn and cloth.

Additional Restrictions Imposed

Restrictions have been imposed on the importation of additional commodities through the decision of the Central Bank of China to prohibit the sale of exchange for their purchase without prior approval. The items are:

Perfumery, cosmetics, shaving soap, face cream, tooth paste, talcum or other toilet powder, hair tonic, and all other preparations for the hair, mouth, teeth or skin.

Fresh apples

Fresh lemons

Fresh oranges

Fresh fruit, not otherwise provided for

Manufactures of synthetic resins and other plastics

Toilet equipment, such as combs and brushes

Pens and fountain pens

Miscellaneous canned or packaged foodstuffs, not otherwise provided for, including packaged breakfast cereals, packaged pancake flour, canned soups, canned tomato juice and peanut butter. Canned fruits, vegetables and marine products are separately provided for.

Citrus Trade of Palestine Active

Orange exports from Palestine for the 1946-47 season are estimated at eight million cases, of which between four and five million are destined to the United Kingdom, according to the July issue of Barclays Bank Review. Citrus exporters are very active and anxious to buy as much as they can in advance. This tendency has encouraged orange growers to bargain for high prices, which are now between five and six shillings per case on the tree, according to the position of the grove.

German Metallurgical Plants Available for Reparations

Sixty-five additional factories in Reich listed by Allied Control Authority in accordance with Potsdam Agreement—"Expressions of Interest" sought from Canadian firms.

By G. D. Mallory, Director, Industrial Development Division, Foreign Trade Service

Sixty-five German industrial plants, additional to those listed in the October 12 issue of the *Commercial Intelligence Journal*, are being made available as reparation by the Allied Control Authority in settlement for damage sustained during the period of hostilities. In accordance with the Potsdam Agreement, 75 per cent of the available plants will be placed at the disposal of the Western Allies, through the Inter-Allied Reparation Agency, and 25 per cent will be distributed to the Union of Soviet Socialist Republics and to Poland.

"Expressions of Interest" Sought

Expressions of opinion and interest are being sought from their respective nationals by members of the Inter-Allied Reparation Agency, on which Canada is represented. This information will enable the Allied Control Authority to determine the allocation of available plants, either to agency countries or to their allies in the eastern group. Inventories of the various plants will then be secured by the individual members of the reparation agency, who will be in a position to make "firm" bids.

List of Plants Communicated To Canada

The plants listed below have been communicated to the Canadian Government for expressions of interest only. These should be forwarded to the Director, Industrial Development Division, Foreign Trade Service, supported by information concerning the purpose for which one or more plants are required, and the estimated importance of their acquisition to the Canadian economy. No obligation is involved in submitting an application to the Department of Trade and Commerce.

The following metallurgical plants (non-ferrous) and equipment have been rendered surplus by the permitted levels of industry, and are scheduled for reparations:

1412—Norddeutsche Affinerie, at Hamburg—Plant formerly engaged in the production of electrolytic copper, lead, electrolytic tin, nickel, bismuth, silver, gold, metal powders, copper sulphate and arsenic, having an annual capacity in tons of copper, 90,000; lead, 12,000; nickel, 400; bismuth, 120. This plant is available with the exception of the copper-melting plant, having a capacity of 40,000 tons per annum, which is to be retained.

1413—Zinnwerke Wilhelmsburg, at Hamburg—Plant formerly engaged in the manufacture of lead and tin, with an annual capacity in tons of copper, 48,000; tin and by-products, 14,400.

1414—Kupferhütte Ertel Bieber, at Hamburg—Plant formerly engaged in the manufacture of copper precipitate, zinc oxide and iron concentrate, with an annual capacity in tons of copper precipitate, 2,000; zinc oxide, 2,000; iron concentrate, 100,000.

1415—Metallhütte Kall, G.m.b.H., at Kall/Eifel Kreis Schleiden, N. Rhein—Plant formerly engaged in the manufacture of blister copper, oxides and copper alloys, having an annual capacity in tons of copper, 6,000; oxides, 4,000; and copper alloys, 4,800.

1416—Metallwerke Unterweser, A.G., at Friedrich August Hütte, Nordenham—Plant formerly engaged in the manufacture of zinc, lead, sulphuric acid, silver, zinc oxide and red lead, having an annual capacity in tons of zinc, 24,000; and lead, 13,200.

1417—Hans Heinrich Hütte, at Langelsheim—Plant formerly engaged in the manufacture of lead from scrap, with an annual capacity of 12,000 tons.

1418—Berzelius Metallhütten, at Duisberg—Plant formerly engaged in the manufacture of zinc and sulphuric acid, with an annual capacity in tons of zinc, 36,000; and sulphuric acid, 42,000.

1419—Theor. Goldschmidt, at Essen—Plant formerly engaged in the manufacture of tin from scrap, with an annual capacity of 500 tons.

1420—V.D.M. Halbzeugwerke, G.m.b.H., at Eveking—Plant formerly engaged in the manufacture of aluminum sheet and strip, with an annual capacity of 6,300 tons.

1421—Rheinische Blattmetall, A.G., at Grevenbroich—Plant formerly engaged in the manufacture of aluminum foil, with an annual capacity of 2,100 tons.

1422—Honselwerke, A.G., at Meschede—Plant formerly engaged in the manufacture of light metal sheets and castings, having an annual capacity of 2,500 tons.

1423—Messingwerke Plettenberg, G.m.b.H., at Plettenberg—Plant formerly engaged in the manufacture of non-ferrous sheets, extrusions and wire, with an annual capacity of 1,680 tons.

1424—Carl Schreiber, G.m.b.H., at Neunkirchen, Westphalia—Plant formerly engaged in the manufacture of copper and brass sheet and strip, with an annual capacity of 336 tons.

1425—Versevörder Metallwerke, G.m.b.H., at Werdohl—Plant formerly engaged in the manufacture of aluminum plates, rounds and strips, with an annual capacity of 1,050 tons.

1426—Julius and August Erbslöh, at Wuppertal-Barmen—Plant formerly engaged in the manufacture of semi-finished products of light metal, with an annual capacity of 7,000 tons.

1427—H. D. Eichelberg and Co., G.m.b.H., at Menden—Plant formerly engaged in the manufacture of sheets, bands, tubes, bars and wires of light and heavy metals, with an annual capacity of 3,000 tons.

1428—Dürener Metallwerke, A.G., at Düren—Plant formerly engaged in the manufacture of copper and aluminum extrusions and rollings, with an annual capacity of 16,000 tons.

1429—Osnabrucker Kupfer und Drahtwerke (aluminium side only), at Osnabrück—Plant formerly engaged in the manufacture of sheets, strips, sections and tubes, with an annual capacity of 5,600 tons.

1430—Stolberger Metallwerke, A.G., Von Asten Lynen und Schleicher, at Stolberg, Rhineland—Plant formerly engaged in the manufacture of brass, copper and zinc strips and sheets, bars and steel wire, pins, etc., with an annual capacity of 8,500 tons.

1431—Vereinigte Leichtmetallwerke, G.m.b.H., at Hanover Linden—Plant formerly engaged in the manufacture of sheet and strips, sections, stampings and forgings, and castings in light metal, with an annual capacity of 20,000 tons.

1432—V.L.M., G.m.b.H., at Bonn—Plant formerly engaged in the manufacture of aluminum sheets and strips, with an annual capacity of 15,400 tons.

1433—Deutsche Delta Metallgesellschaft Alexander Dick & Co., at Düsseldorf—Plant formerly engaged in the manufacture of non-ferrous bars, profiles, forgings, castings and extrusions, with an annual capacity of 1,750 tons.

1434—Edward Hueck, at Ludenscheid—Plant formerly engaged in the manufacture of rolled sheet and strip with an annual capacity of 3,500 tons.

1435—Friedrick Kemper, at Duisberg—Plant formerly engaged in the manufacture of aluminum drawn products, with an annual capacity of 8,050 tons.

1436—Westphalische Kupfer und Messingwerke, at Ludenscheid—Plant formerly engaged in the manufacture of sheets and rods in sections in several non-ferrous metals, with an annual capacity of 2,600 tons.

1437—Busch Jaeger, Ludenscheid, A.G., at Schafsbrüche—Plant formerly engaged in the manufacture of sheets, strips, rods, wires and extruded sections of copper, zinc alloys and aluminum, with an annual capacity of 5,180 tons.

1438—V.D.M., at Werdohl—Plant formerly engaged in the manufacture of sheets and strip aluminum and copper alloys, with an annual capacity of 2,800 tons.

1439—V.D.M., at Duisberg—Plant formerly engaged in the manufacture of sheet and strip extrusions, aluminum and copper alloys, with an annual capacity of 9,600 tons.

1440—Rudolph Rautenbach, at Solingen—Plant formerly engaged in the manufacture of aluminum alloy castings, with an annual capacity of 6,000 tons.

1441—August Lenze, at Köln Kulheim—Plant formerly engaged in the manufacture of aluminum, zinc and siliun castings, with an annual capacity of 600 tons.

1442—Albert Kupferbusch, at Langenberg Vosschukler Str. 15—Plant formerly engaged in the manufacture of zinc and aluminum alloy die castings, with an annual capacity of 500 tons.

1443—Otto Fuchs, A.G., at Meinerzhagen—Plant formerly engaged in the manufacture of rods, tubes, profiles, forgings and castings in light and heavy metals, with an annual capacity of 6,800 tons.

1444—Stahlwerke Mark Metallurgie, A.G., at Hamburg-Wilhelmsburg—Plant formerly engaged in the manufacture of remelted aluminum, aluminum pure alloys, and aluminum solder, with an annual capacity of 5,000 tons.

1445—Piel und Ady G.m.b.H., at Solingen 42/43 Lehnerstr.—Plant formerly engaged in the manufacture of copper, brass, bronze, zinc, aluminum and alloy castings, with an annual capacity of 420 tons.

1446—Schwietzke Metallwerke A.G., at Krefeld—Plant formerly engaged in the manufacture of brass, bronze, and aluminum castings, bearings, etc., with an annual capacity of 1,600 tons.

1447—Lugon Puspas, at Gelsenkirchen, Tannenbergstr. 40—Plant formerly engaged in the manufacture of pressure and gravity die castings and pressings, with an annual capacity of 2,100 tons.

1448—Dillenberg & Co., at Dusseldorf, Wagenstr. 52—Plant formerly engaged in the manufacture of non-ferrous metal castings, having an annual capacity of 1,200 tons.

1449—Metallwerke Olsberg, at Essen—Plant formerly engaged in remelting scrap, having an annual capacity of 6,300 tons.

1450—Wuppermetall, G.m.b.H., at Wuppertal—Plant formerly engaged in remelting of scrap, having an annual capacity of 3,500 tons.

1451—Gustav Hemecker, at Hohenlimburg, Westphalia—Plant formerly engaged in manufacture of brass rods, squares, profiles and wire zinc, etc., having an annual capacity of 2,500 tons.

1452—V.D.M., at Barenstein—Plant formerly engaged in the manufacture of sheets, strip wire in heavy non-ferrous metals, having an annual capacity of 1,560 tons.

1453—V.D.M., at Köln—Plant formerly engaged in the manufacture of zinc sheets, strip, having an annual capacity of 4,000 tons.

1454—Ernst Beckmashagen, at Wuppertal—Plant formerly engaged in the manufacture of non-ferrous castings, having an annual capacity of 100 tons.

1455—Osterman & Co., at Köln—Plant formerly engaged in the manufacture of bronze caster, propellers, etc., having an annual capacity of 500 tons.

1456—Metallwerke Ebbinghaus, at Hohenlimburg—Plant formerly engaged in the manufacture of non-ferrous caster, having an annual capacity of 400 tons.

1457—Wilberz-Schneider, at Düsseldorf—Plant formerly engaged in the manufacture of lead tubes, having an annual capacity of 1,000 tons.

1458—Jaengel & Hayn, at Hamburg—Formerly a dressed manganese ore plant, having an annual capacity of 6,000 tons.

1459—Metallisator Betrieb Robert Hopfelt, at Hamburg-Altona—Plant formerly engaged in metal spraying, artificial resin-casting, soot tubes.

1460—Gebrüder Saam, at Velbert N. Rhine—Plant formerly engaged in galvanizing and chromium nickel plating.

1461—Metallisierwerke Peter Schreiber, at Düsseldorf—Plant formerly engaged in plating of metals.

1462—Lurgi-Termic, at Horren—Plant formerly engaged in manufacture of high silicon/aluminum alloy, having a capacity of 11,000 tons.

Non-ferrous Metal Factories Surplus

The following non-ferrous metal factories, designed for the production and transformation by forming and casting, have been made available for reparations:

2019—Aluminium Walzwerke, at Wuetoeschingen, Baden—Plant formerly engaged in the production of semi-manufactured products in alloys of aluminum and copper, having an annual capacity of 8,400 tons.

2024—Aluminium Rheinfelden, G.m.b.H., at Rheinfelden, Baden—Plant formerly engaged in the manufacture of aluminum, having an annual capacity of 39,000 tons.

2025—Guilini Gebrüder, at Ludwigshafen—Plant formerly engaged in the manufacture of numerous chemical products. Only the manufacture of alumina is offered. The plant has an annual capacity for alumina of 145,000 tons (after repairs).

2027—Ottavi Minen, at Blumberg—Plant formerly engaged in the manufacture of vanadium, having an annual capacity of 720 tons (to be verified).

2028—Degussa, at Rheinfelden—Plant formerly engaged in the manufacture of numerous products. Only the production of beryllium and salts of beryllium is offered. The plant has an annual capacity of 2.4 tons of beryllium and 24 tons of salts.

2052—Blei & Silberhütte, at Braubach am Rhein—Plant formerly engaged in the manufacture of lead, having an annual capacity of 45,000 tons.

2053—I.G., at Oppau—Plant formerly engaged in the manufacture of numerous chemical products. Only the production of nickel carbonyl is offered.

2054—Duerer Metallwerke, at Guilini, Ludwigshafen—Plant formerly engaged in the manufacture of aluminum, having an annual capacity of 500 tons.

2055—Aluminium Walzwerke, at Wueteschingen, Baden—Plant formerly engaged in the production of semi-manufactured aluminum products, having an annual capacity of 7,200 tons.

2056—Duerer Leichtmetallwerke, at Berlin-Wittenau—Plant formerly engaged in the manufacture of semi-finished aluminum alloys, having an annual capacity of 13,000 tons.

2057—Laue, at Berlin-Reinickendorf—Plant formerly engaged in the manufacture of semi-finished products in aluminum, copper and zinc, having an annual capacity of 3,650 tons.

2058—Aluminium Giesserei, at Villingen—Plant formerly engaged in the manufacture of aluminum and magnesium, having an annual capacity of 960 tons.

2059—Singen Walzwerke, at Singen—Plant formerly engaged in the manufacture of semi-finished products, in aluminum, copper and zinc accessories. Only the shop for aluminum and copper spinning is offered. It has an annual capacity of 3,300 tons.

2060—Hohenzollernsche Huettenerverwaltung, at Laucertal Hohenzollern—Plant formerly engaged in the manufacture of semi-finished products and mouldings (castings and forgings) in ferrous and non-ferrous metals. Only the workshop for semi-finished non-ferrous metal is offered. It has an annual capacity of 2,000 tons.

British Bicycles Establish New Export Record During August

*Shipments total 106,000, or nearly 3,500 a day—
Exports of automobiles amount to 6,592—Imports of
food, drink and tobacco highest in twenty-five years.*

By A. E. Bryan, Commercial Counsellor for Canada

London, September 30, 1946.—Exports from the United Kingdom, amounting to a value of £77.4 millions in August, were lower by £14.4 millions than in July. This is attributed to the holidays in August. The total was still 101 per cent of the average monthly figure in 1938. It compares with an average of about 107 per cent for the preceding three months and with 120 per cent for July.

The chief falling off was experienced in the category of manufactured goods, although tinplate exports, which were the highest since 1941, provided a notable exception. Aluminium and brass goods exports were also maintained at a high level. Most classes of machinery showed some reduction from July, but textile machinery shipments were the biggest since 1939. Motor cars sent abroad declined from 7,667 in July to 6,592, but bicycles (106,000) set up a new high record. Exports of radio sets were nearly five times the 1938 average, while cutlery, hardware, and telephone and telegraph apparatus achieved record totals.

Imports, at £121,018,371, were the highest for more than a year. Purchases from abroad of food, drink and tobacco (£63,959,250) broke a twenty-five year record. The heavy rate of imports worsened the United Kingdom's balance of payments' position appreciably. The excess of imports over exports, which in July had sunk to £4,802,223, rose in August to £38,653,055.

Trade and Tariff Regulations

Eire Sets Quotas for Electric Lamps

Dublin, October 1, 1946 (FTS).—Quotas and quota periods have been fixed by the Irish Government for certain electric filament lamps (100/250 volts, 1/1500 watts). A total of 50,000 will be admitted between September 1, 1946, and February 28, 1947, this amount being unchanged from that of the previous six-month period.

Quota for Laminated Springs Set By Eire

Dublin, October 1, 1946 (FTS).—Quotas and quota periods have been fixed by the Irish Government for laminated springs of iron or steel. The quota is £5,000, effective between October 1, 1946, and March 31, 1947, compared with one of £1,000 for the previous six months.

Eire Restricts Importation of Apples

Dublin, October 1, 1946 (FTS).—The importation of raw apples into Eire has been restricted by the Irish Government. The entry of raw apples, except those grown in Great Britain, Northern Ireland, the Channel Islands and the Isle of Man, is prohibited, as from September 2, 1946, except under licence issued by the Minister of Agriculture. It is unlikely that import licences will be issued until a reasonable opportunity has been given to dispose of this season's home-grown apple crop.

Concession for Peruvian Importers

Lima, September 28, 1946 (FTS).—Import licences will be issued by Peruvian authorities for goods payable from importers' own foreign exchange, provided that the articles to be imported are not luxury goods. This amendment to a previous ruling has been made to furnish facilities to possessors of foreign exchange balances held abroad, and for a limited period.

Canadian exporters are advised not to ship goods unless their Peruvian clients can quote the number of the duly authorized import permit, which allows the commodities concerned to enter the republic. Terms should preferably be letter of credit, which guarantees the availability of foreign exchange, and possibly sight draft to recognized clients.

(Editor's note.—The attention of interested exporters is directed to a despatch from Lima in the September 28 issue of the *Commercial Intelligence Journal*.)

Clover Seed Allocations Set

International allocations of seeds of alsike clover and alsike white clover mixtures have been established by the International Emergency Food Council at Washington, D.C., effective September 27, 1946. Announcement to this effect has been made by the Seeds Administration of the Agricultural Supplies Board.

Potential Canadian exporters may now file with the Export Permit Branch, Department of Trade and Commerce, Ottawa, applications for permits to export these seeds to the countries concerned. Approval will be granted up to the allocated quantities.

Colombian Documentation Procedure

When making shipments to Colombia, Canadian exporters are required to furnish four copies of the consular invoice, prepared in Spanish on forms obtainable from the Consul for Colombia, and three copies of the bill of lading. The original of the import licence, which is sent to the exporter by the importer in Colombia, must be presented to the consular official with the shipping documents for legalization. Detailed instructions regarding these documents, and other matters of interest to Canadian firms making shipments to Colombia are contained in a new pamphlet, entitled "Documentation of Shipments to Colombia", copies of which may be obtained from the Foreign Tariffs Branch, Department of Trade and Commerce, Ottawa.

Exchange Rate for Agricultural Machinery Imports

Buenos Aires, October 5, 1946 (FTS).—The exchange rate for financing imports of agricultural machinery and parts from Canada and the United States has been reduced from 4.55 to 4.2289 Argentine paper pesos to the U. S. dollar, according to an announcement by the Argentine Central Bank.

Postal Information

Gift Parcel Post Service to Germany Started

Effective immediately, a gift parcel post service from Canada to the British zone of Germany is established. Contents are limited to essential relief items, such as non-perishable foods, clothing, soap, mailable medicine and other similar items for the relief of human suffering. No writing or printed matter of any kind may be included, and such parcels are subject to censorship in Germany. Total weight of a parcel must not exceed 11 pounds and the value of contents must not exceed \$25.

Parcels May Be Sent to Hungary

Parcel post shipments weighing up to 20 pounds may now be sent to Hungary. Rates are from 50 cents for one pound up to \$4.50 for parcels weighing between 15 and 20 pounds. Commercial parcels are no longer restricted to one per week from any one mailer to the same addressee.

U.S. Air Mail Rate to Canada Reduced

Effective October 1, the air mail rate on articles mailed in the United States for delivery in Canada was reduced from 8 cents to 5 cents per ounce or fraction thereof.

Taiwan and Chankiangshih Part of China

For postal purposes, Formosa (Taiwan) and the Leased Territory of Kwangchowwan (Fort-Bayard), now called Chankiangshih, are regarded as part of China. All mail matter, including parcel post, for these destinations, which complies with the conditions applicable to China, should be forwarded in the normal course.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce	
Brantford—Board of Trade.	Saint John—Board of Trade.
Calgary—Board of Trade.	Sarnia—Chamber of Commerce.
Edmonton—Can. Manufacturers' Association.	Toronto—Can. Manufacturers' Association.
Guelph—Board of Trade.	Vancouver—Can. Manufacturers' Association.
Halifax—Board of Trade.	Victoria—Dept. of Trade and Industry.
Hamilton—Chamber of Commerce.	Welland—Board of Trade.
Kitchener—Chamber of Commerce.	Windsor—Chamber of Commerce.
London—Chamber of Commerce.	Winnipeg—Can. Manufacturers' Association.
Montreal—Montreal Board of Trade.	
Quebec City—Board of Trade.	
St. Catharines—Chamber of Commerce.	

H. L. Brown, recently returned from Johannesburg, South Africa, where he was trade commissioner, began his Canadian tour in Toronto on July 15. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo. Due to unforeseen circumstances, the tour in Eastern Canada of Mr. Brown has been postponed indefinitely.

J. C. Depocas, formerly trade commissioner at Buenos Aires, where his territory included Uruguay and Paraguay, commenced his Canadian tour in Fredericton, N.B., on September 9. On the conclusion of his tour, Mr. Depocas will open a new office of the Trade Commissioner Service at Sao Paulo, Brazil.

Richard Grew, recently trade commissioner at Cairo, commenced his Canadian tour in Victoria on September 20. His territory included the Sudan, Palestine, Cyprus, Iraq, Syria, Iran and Turkey.

K. F. Noble, formerly trade commissioner at Sydney, where his territory included the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies, commenced his Canadian tour in Ottawa on August 22. On the conclusion of his tour, Mr. Noble will take up the post of trade commissioner at Hong Kong.

L. V. Moore Cosgrave, of Toronto, who was recently appointed Commercial Counsellor for Canada in China, is due to sail from Vancouver next week for Shanghai.



Paul Sykes, of Ottawa, formerly Canadian Trade Commissioner in Bombay, has been appointed Canadian Trade Commissioner in Singapore. His territory will include the Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo and the Netherlands East Indies. He will resume his Canadian tour in Toronto on November 11, and will proceed to his new post on its conclusion.

Their itineraries are as follows—

J. C. Depocas

(Appointed Trade Commissioner at São Paulo)

Brantford—October 22.	Guelph—October 29.
London—October 23.	Winnipeg—November 1-2.
Walkerville—October 24.	Vancouver—November 5-14.
Sarnia—October 25.	Victoria—November 5-14.
Kitchener—October 28.	

K. F. Noble

(Appointed Trade Commissioner at Hong Kong)

Windsor—October 19-21.	Calgary—October 29.
Kitchener—October 23.	Trail—November 5.
Winnipeg—October 25.	Vancouver—November 7-19.
Edmonton—October 28.	Victoria—November 20-21.

Richard Grew

Windsor—October 22-23.	Welland—October 29.
London—October 24.	Brantford—October 30.
Hamilton—October 25-26.	Toronto—October 31-November 12.
St. Catharines—October 28.	Montreal—November 13-26.

Paul Sykes

(Appointed Trade Commissioner at Singapore)

Toronto—November 11-16.	Montreal—November 18-23.
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L. V. Moore Cosgrave Returns to China

L. V. Moore Cosgrave, who joined the Trade Commissioner Service in February, 1922, and was posted to Shanghai in January, 1925, as Canadian Trade Commissioner, is returning to China as Commercial Counsellor at the Canadian Embassy, Nanking, with offices in Shanghai. He is scheduled to sail from Vancouver on Friday, October 25, aboard the M.V. *Parramatta* to resume his former duties. Colonel Cosgrave was transferred in 1934 to Melbourne, Australia, and two years later to Sydney. He was appointed military attaché to the office of the Canadian High Commissioner, Canberra, in January 1943, and in August, last year, accepted on behalf of Canada the unconditional surrender of Japan aboard the U.S.S. *Missouri*. A graduate of the Royal Military College of Canada and McGill University, Colonel Cosgrave was awarded the D.S.O., a Bar to the D.S.O. and the Croix de Guerre in the First World War.

Maurice Bélanger Returns To Brazil

Maurice Belanger, Commercial Secretary at the Canadian Embassy, Rio de Janeiro, left Ottawa on Wednesday for New York, whence he returns by air to his post in Brazil, following a short tour in Canada. A series of articles on Brazil by Mr. Belanger is running currently in the *Commercial Intelligence Journal*, and will be reprinted as one in a series of Postwar Trade Reviews.

Advisory Committee for Trade Fair

Six business organizations, interested in the promotion of Canada's foreign trade, will be represented on the advisory committee charged with the responsibility of preparing plans for the International Trade Fair. As previously announced, this is scheduled for the summer of 1948, and will be held in Toronto, where facilities of the Canadian National Exhibition "Coliseum" are being made available for the purpose. It will be the first trade fair of its kind ever held in the Dominion, and is expected to attract buyers and sellers from all parts of the world.

Glen Bannerman, Director, Canadian Government Exhibition Commission, will act as chairman of the committee. Other members are: Elwood Hughes, Canadian National Exhibition; George Lanning, Canadian Exporters' Association; C. LaFerle, Canadian Importers and Traders Association; J. A. Terrace, Canadian Manufacturers' Association; Paul A. Beigue, Canadian Chamber of Commerce; H. G. Colebrook, Toronto Board of Trade; and W. F. Bull, Director, Export Division; B. C. Butler, Director, Trade Publicity Division; and Denis Harvey, Director, Import Division, Foreign Trade Service, Department of Trade and Commerce.

The initial meeting of this committee took place this week in Toronto.

Foreign Trade Week In Toronto

Plans are nearing completion for the observance of "Foreign Trade Week", in Toronto, from November 3 to 9. Public attention will be directed by members of the Canadian Exporters' Association to the importance of external trade and the advantages to be secured from expanding domestic markets into the foreign field. The association will hold its annual meeting in Toronto on Friday, November 8.

Plastics Plant Planned for Buckingham

Plastics production is planned for Buckingham, Que., where it is proposed to establish a branch of a large British factory engaged in the manufacture of buttons. It is expected that the new plant, which should be in operation before the end of 1946, will provide employment for 200 workers during the first year's operations. Plans call for the manufacture of door fixtures, furniture handles, trimmings and household goods, previously made by Dominion Plastics, Limited, from which key personnel will be transferred to Buckingham.

Operating under the name of Lacrinoid Products of Canada, Limited, the new plant will commence operations in a former munitions factory, purchased from War Assets Corporation. Lacrinoid Products, Limited, of London, England, are the principal stockholders.

France Repeals Blockade Measures

Blockade measures governing the external trade of France have been repealed by the French General Customs Administration. Following the withdrawal of official enemy lists, the necessity of mentioning the names and addresses of real consignees on customs declarations, with respect to shipments to certain countries, has been abandoned. Blockade measures applicable to goods involving more than five per cent "enemy interest" or interests of listed firms are likewise rescinded. Blockade measures respecting in-transit shipments through French territory of any commodity have also been repealed.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship operators and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Montreal

*Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques...	October 22	<i>Cabano</i>	Elder Dempster
Lourenco Marques...	October 28	<i>Empire Cougar</i>	Elder Dempster
Lourenco Marques...	November 1-9	<i>Fort Grant</i>	Elder Dempster
Lourenco Marques...	November 21	<i>Cambray</i>	Elder Dempster
Africa-South—			
Capetown.....	October 22	<i>Cabano</i>	Elder Dempster
East London.....	October 28	<i>Empire Cougar</i>	Elder Dempster
Port Elizabeth.....	November 1-9	<i>Fort Grant</i>	Elder Dempster
Durban.....	November 21	<i>Cambray</i>	Elder Dempster
Argentina—			
Buenos Aires.....	November 1	<i>White Swallow</i>	Montreal Shipping
Buenos Aires.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Australia—			
Brisbane.....	October 25-31	<i>Samteviot</i>	M.A.N.Z. Line
Sydney.....			
Melbourne.....			
Belgium—			
Antwerp.....	October 14-21	<i>Twickenham</i>	Cunard White Star
Antwerp.....	October 20-28	<i>Marchdale</i>	March Shipping
Antwerp.....	October 22	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	October 30	<i>Grey County</i>	Canada Steamships
Antwerp.....	October 31	<i>Rutenfiell</i>	Brock Shipping
Antwerp.....	November 7-14	<i>Mont Sandra</i>	Montreal Shipping
Antwerp.....	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited
Antwerp.....	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	November 14-16	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	November 15-19	<i>Beaconsfield</i>	Cunard White Star
Brazil—			
Rio de Janeiro.....	October 25	<i>Hunter Victory</i>	Montreal Shipping
Santos.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Br. Honduras—			
Belize.....	October 19-24	<i>Bloomfield Park</i>	Saguenay Terminals
Ceylon—			
Colombo.....	November 7	<i>Tapti</i>	McLean Kennedy

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator or Agent
China— Shanghai.....	November 12-15	<i>City of Lyons</i>	McLean Kennedy
Colombia— Barranquilla.....	October 19-24	<i>Bloomfield Park</i>	Saguenay Terminals
Costa Rica— Port Limon.....	October 19-24	<i>Bloomfield Park</i>	Saguenay Terminals
Cuba— Havana.....	October 19-24	<i>Bloomfield Park</i>	Saguenay Terminals
Curaçao.....	October 19-24	<i>Bloomfield Park</i>	Saguenay Terminals
Egypt— Alexandria.....	November 7	<i>Tapti</i>	McLean Kennedy
Eire— Dublin..... Dublin..... Dublin..... Dublin..... Dublin.....	October 23 November 5 November 14-18 November 17-20 November 18	<i>Lord O'Neill</i> <i>Irish Poplar</i> <i>Lord Glentoran</i> <i>Torr Head</i> <i>Irish Hazel</i>	McLean Kennedy Shipping Limited McLean Kennedy McLean Kennedy Shipping Limited
France— Channel Ports.....	.....	A Ship	Montreal Shipping
Germany— Hamburg..... Hamburg.....	October 20-28 November 7-14	<i>Marchdale</i> <i>Mont Sandra</i>	March Shipping Montreal Shipping
Guatemala— Puerto Barrios.....	October 19-24	<i>Bloomfield Park</i>	Saguenay Terminals
Greece— Piraeus.....	October 27-30	<i>Mont Rolland</i>	Montreal Shipping
Holland— Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam.....	October 20-28 October 22 October 30 October 31 November 7-14 November 13-15 November 13-16 November 14-16 October 14-21 November 15-19	<i>Marchdale</i> <i>Prins Willem IV</i> <i>Grey County</i> <i>Rutenfjell</i> <i>Mont Sandra</i> <i>Prins Willem Van Orange</i> <i>Prins Willem IV</i> <i>Prins Maurits</i> <i>Twickenham</i> <i>Beaconsfield</i>	March Shipping Shipping Limited Canada Steamships Brook Shipping Montreal Shipping Shipping Limited Shipping Limited Cunard White Star Cunard White Star
Hong Kong.....	November 12-15	<i>City of Lyons</i>	McLean Kennedy
India— Karachi..... Bombay..... Madras..... Calcutta.....	November 7	<i>Tapti</i>	McLean Kennedy
Mediterranean— Central and Western Areas.....	November 10 November 15 November 25	<i>Mont Rolland</i> A Ship A Ship	Montreal Shipping Montreal Shipping Montreal Shipping
Mexico— Vera Cruz.....	.....	A Ship	Canadian National
Newfoundland— St. John's..... St. John's..... St. John's..... St. John's..... Corner Brook.....	October 21-24 October 25-26 October 26-28 November 10-12	<i>Blue Peter II</i> A Ship <i>Elgin</i> <i>Blue Peter II</i> A Ship	Montreal Shipping Shaw Steamships Furness Withy Montreal Shipping Clarke Steamships

Departures from Montreal—*Con.*

Destination	Loading Date	Vessel	Operator or Agent
New Zealand—			
Auckland.....	Early November	A Ship	M.A.N.Z.
Wellington.....			
Lyttleton.....			
Dunedin.....			
Northern Ireland—			
Belfast.....	October 23	<i>Lord O'Neill</i>	McLean Kennedy
Belfast.....	November 17	<i>Fanad Head</i>	McLean Kennedy
Norway.....	October 25	<i>Ornefjell</i>	Brock Shipping
Panama—			
Cristobal.....	October 19-24	<i>Bloomfield Park</i>	Saguenay Terminals
Philippines—			
Manila.....	November 12-15	<i>City of Lyons</i>	McLean Kennedy
Puerto Rico—			
San Juan.....		A Ship	Saguenay Terminals
San Domingo—			
Ciudad Trujillo.....		A Ship	Saguenay Terminals
Scandinavia—			
Baltic Ports.....	October 30	<i>Laholm</i>	Swed. Amer. Mexico
Baltic Ports.....	November 30	<i>Sparreholm</i>	Swed. Amer. Mexico
United Kingdom—			
Avonmouth.....	October 24	<i>Empire Merganser</i>	Furness Withy
Avonmouth.....	October 26-28	<i>Montreal City</i>	Furness Withy
Avonmouth.....	November 5	<i>Delilian</i>	Donaldson Atlantic
Bristol.....	October 24	<i>Empire Merganser</i>	Furness Withy
Bristol.....	October 26-28	<i>Montreal City</i>	Furness Withy
Glasgow.....	November 13-18	<i>Gracia</i>	Donaldson Atlantic
Hull.....	November 10	<i>Bassano</i>	McLean Kennedy
Leith.....	October 22	<i>Cairnvalona</i>	Cairn-Thomson
Leith.....	November 2	<i>Cairnavon</i>	Cairn-Thomson
Liverpool.....	October 19	<i>Valacia</i>	Cunard White Star
Liverpool.....	October 23	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool.....	October 25	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	Oct. 29-Nov. 2	<i>Bayano</i>	Donaldson Atlantic
Liverpool.....	Oct. 31-Nov. 6	<i>Port Sydney</i>	Donaldson Atlantic
Liverpool.....	November 11-14	<i>Lord Glentoran</i>	McLean Kennedy
Liverpool.....	November 13-19	<i>Fort Musquarro</i>	Donaldson Atlantic
Liverpool.....	November 15-18	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	November 17-20	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	November 19	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	November 21-25	<i>Cavina</i>	Donaldson Atlantic
London.....	October 19	<i>Corrales</i>	Canadian Pacific
London.....	October 26	<i>Tortuguero</i>	Canadian Pacific
London.....	October 30	<i>Fort Spokane</i>	Cunard White Star
London.....	October 31	<i>Rutenfjell</i>	Brock Shipping
London.....	November 3-9	<i>Hillcrest Park</i>	Donaldson Atlantic
London.....	November 9	<i>Beaverlake</i>	Canadian Pacific
London.....	November 15	<i>Beaverdell</i>	Canadian Pacific
London.....	November 20	<i>Beaverglen</i>	Canadian Pacific
Manchester.....	October 24	<i>Manchester Shipper</i>	Furness Withy
Manchester.....	November 7	<i>Manchester Commerce</i>	Furness Withy
Manchester.....	November 14	<i>Manchester City</i>	Furness Withy
Newcastle.....	October 22	<i>Cairnvalona</i>	Cairn-Thomson
Newcastle.....	November 2	<i>Cairnavon</i>	Cairn-Thomson
Uruguay—			
Montevideo.....	November 1	<i>White Swallow</i>	Montreal Shipping
Montevideo.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Venezuela—			
Maracaibo.....	October 19-24	<i>Bloomfield Park</i>	Saguenay Terminals

Departures from Montreal—*Con.*

Destination	Loading Date	Vessel	Operator or Agent
West Indies—			
Antigua.....	October 17-25	† <i>Alcoa Pointer</i>	Alcoa Steamships
Antigua.....	October 20-25	† <i>Colborne</i>	Canadian National
Antigua.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
Antigua.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Antigua.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Barbados.....	October 17-25	† <i>Alcoa Pointer</i>	Alcoa Steamships
Barbados.....	October 20-25	† <i>Colborne</i>	Canadian National
Barbados.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
Barbados.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Barbados.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	October 17-25	† <i>Alcoa Pointer</i>	Alcoa Steamships
Bermuda.....	October 20-24	† <i>Canadian Observer</i>	Canadian National
Bermuda.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
Bermuda.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Bermuda.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
British Guiana.....	October 17-25	† <i>Alcoa Pointer</i>	Alcoa Steamships
British Guiana.....	October 20-25	† <i>Colborne</i>	Canadian National
British Guiana.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
British Guiana.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
British Guiana.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Dominica.....	October 20-25	† <i>Colborne</i>	Canadian National
Grenada.....	October 17-25	† <i>Alcoa Pointer</i>	Alcoa Steamships
Grenada.....	October 20-25	† <i>Colborne</i>	Canadian National
Grenada.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
Grenada.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Grenada.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Guadeloupe.....	.....	A Ship	Saguenay Terminals
Jamaica.....	October 20-24	† <i>Canadian Observer</i>	Canadian National
Martinique.....	.....	A Ship	Saguenay Terminals
Montserrat.....	October 20-25	† <i>Colborne</i>	Canadian National
Nassau.....	October 20-24	† <i>Canadian Observer</i>	Canadian National
St. Kitts.....	October 17-25	† <i>Alcoa Pointer</i>	Alcoa Steamships
St. Kitts.....	October 20-25	† <i>Colborne</i>	Canadian National
St. Kitts.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
St. Kitts.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
St. Kitts.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	October 17-25	† <i>Alcoa Pointer</i>	Alcoa Steamships
St. Lucia.....	October 20-25	† <i>Colborne</i>	Canadian National
St. Lucia.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
St. Lucia.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
St. Lucia.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Vincent.....	October 17-25	† <i>Alcoa Pointer</i>	Alcoa Steamships
St. Vincent.....	October 20-25	† <i>Colborne</i>	Canadian National
St. Vincent.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
St. Vincent.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
St. Vincent.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	October 17-25	† <i>Alcoa Pointer</i>	Alcoa Steamships
Trinidad.....	October 20-25	† <i>Colborne</i>	Canadian National
Trinidad.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
Trinidad.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Trinidad.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships

Egypt Lifts Control On Tires

Cairo, September 15, 1946 (FTS).—The sale of automobile tires will no longer be controlled, following a recommendation made by the Ministry of Communications. This states that ample supplies are now available in the open market in Egypt.

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the foregoing table, the following departures are listed by operators:—

Destination	Loading Date	Vessel	Operator or Agent
Iceland— Reykjavik.....	.....	A Ship	F. K. Warren Ltd.
Newfoundland— St. John's..... St. John's.....	October 23-25 Oct. 29—Nov. 1	<i>Savoy</i> <i>Fort Townshend</i>	Furness Withy Furness Withy
United Kingdom— Liverpool..... Liverpool..... Liverpool.....	October 29 November 4 November 16	<i>Celtic Star</i> <i>Scythia</i> <i>Pacific Enterprise</i>	Furness Withy Cunard White Star Furness Withy
Southampton.....	.....	A Ship	Cunard White Star
West Indies— Bermuda.....	.....	A Ship	Furness Withy

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, loading berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenco Marques...	October 19	<i>Lake Kootenay</i>	North Pacific Shipping
Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban.....	October 22	<i>Silverwalnut</i>	Dingwall Cotts
Cape Town..... Durban.....	October 19	<i>Lake Kootenay</i>	North Pacific Shipping
Argentina— Buenos Aires..... Buenos Aires..... Buenos Aires.....	October 31 October—November November	<i>Fisk Victory</i> A Ship A Ship	Balfour Guthrie Empire Shipping Empire Shipping
Australia— Brisbane..... Sydney..... Melbourne.....	Late October Late November	<i>Suva</i> <i>Lautoka</i>	W. R. Carpenter W. R. Carpenter
Sydney..... Melbourne.....	October 20 November 1 November 3	<i>Waihemo</i> <i>Waitemata</i> <i>Yarrowonga</i>	Canadian Australasian Canadian Australasian Empire Shipping
Sydney.....	November 27	<i>Wanganella</i>	Canadian Australasian
Brazil— Rio de Janeiro..... Recife.....	October 31	<i>Fisk Victory</i>	Balfour Guthrie
Burma— Rangoon.....	.....	A Ship	Dingwall Cotts

Departures from Vancouver—Con.

Destination	Loading Date	Vessel	Operator or Agent
China—			
Shanghai.....	October 24	<i>Granville</i>	Balfour Guthrie
Shanghai.....	Mid-November	<i>Roseville</i>	Balfour Guthrie
Shanghai.....	Mid- December	<i>Mongabarra</i>	Empire Shipping
Shanghai.. ..}	Early November	<i>Vingnes</i>	Empire Shipping
Taku Bar.....}			
Colombia—			
Cartegena.....	October 31	<i>Fisk Victory</i>	Balfour Guthrie
Curaçao.....	October 31	<i>Fisk Victory</i>	Balfour Guthrie
France—			
North Coast.....	October 26	<i>Capitaine Lacoey</i>	Empire Shipping
North Coast.....	November	A Ship	Empire Shipping
North Coast.....	December	A Ship	Empire Shipping
Hawaii—			
Honolulu.....	.....	A Ship	Dingwall Cotts
Hong Kong.....	October 24 Mid-November	<i>Granville</i> <i>Roseville</i>	Balfour Guthrie Balfour Guthrie
India—			
Bombay.....	October 26	<i>Silverlarch</i>	Dingwall Cotts
Mediterranean—			
Central Area.....	October 25	<i>Elias G. Kulukundis</i>	Empire Shipping
Central Area.....	Late November	<i>Socrates</i>	Empire Shipping
Mexico.....	.....	A Ship	Gardner Johnson
Netherlands Indies..	October 26	<i>Silverlarch</i>	Dingwall Cotts
New Zealand—			
Auckland.....}	November 1	<i>Waitemata</i>	Canadian Australasian
Wellington.....}			
Auckland.....}	October 20	<i>Waihemo</i>	Canadian Australasian
Wellington.....}			
Lyttelton.....}	November 27	<i>Wanganella</i>	Canadian Australasian
Auckland.....}			
Palestine—			
Haifa.....	.....	A Ship	North Pacific Shipping
Philippines—			
Cebu.....}	October 24 October 26	<i>Granville</i> <i>Silverlarch</i>	Balfour Guthrie Dingwall Cotts
Iloilo.....}			
	Mid-November	<i>Roseville</i>	Balfour Guthrie
South Africa.....	.....	A Ship	Canadian Transport
South America—			
East Coast.....	.....	A Ship	Balfour Guthrie
South Sea Islands—			
Suva.....	November 27	<i>Wanganella</i>	Canadian Australasian
Papeete.....	November 1	<i>Waitemata</i>	Canadian Australasian
Straits Settlements..	October 26	<i>Silverlarch</i>	Dingwall Cotts
Sweden.....	.....	A Ship	Gardner Johnson
United Kingdom—			
Glasgow.....	October 25	<i>Corrientes</i>	Donaldson Line
Liverpool.....	October 20	<i>Atchison Victory</i>	Furness Pacific
Liverpool.....	October 25	<i>Corrientes</i>	Donaldson Line
London.....	October 20	<i>Atchison Victory</i>	Furness Pacific
Uruguay—			
Montevideo.....	.....	A Ship	Balfour Guthrie

Departures from Vancouver—*Con.*

Destination	Loading Date	Vessel	Operator or Agent
Venezuela— Puerto Cabello.....	October 31	<i>Fisk Victory</i>	Balfour Guthrie
West Indies— Jamaica.....	Mid-October	<i>Canadian Constructor</i>	Canada Shipping
Trinidad.....		A Ship	Balfour Guthrie

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

113. **China**—Woodcraft Works, Limited, 900 Liza Building, 346 Szechuen Road, Shanghai, China, are interested in importing lumber and timber from Canada, general industrial chemicals, general construction and other steels. This firm is also interested in securing the agency for the above-mentioned products, in addition to paper, flour and other like products.
114. **Virgin Islands**—Clifton Hill Distillery, King's Hill, P.O. St. Croix, Virgin Islands, U.S.A., is interested in contacting wholesale houses dealing in lace edging, embroidery, linen articles, leather goods, hosiery, ladies' and children's silk underwear, and rum (for blending or retail sale).
115. **Holland**—N.V. Agentuuren Handelsmaatschappij, 23 Jac. Mosselstraat, The Hague, is anxious to secure a Canadian source of supply for the following commodities:
Artisans tools—Hammers, pliers, pincers, breast drills, wrenches, screwdrivers, chisels, saws, etc.
Hardware—Hinges, night latches, locks, padlocks, door handles, ball-bearing sheaves and track, door bolts, wood and metal screws.
Agricultural implements—Hay forks, dung forks, rakes, spades and shovels.

British Automobiles Reach Greece

Cairo, September 15, 1946 (FTS).—British motor vehicles, including Commer lorries and Hillman Minx passenger cars, have recently arrived in Greece, this being the first consignment to be imported on a normal commercial basis since the country was liberated in October, 1944.

Timber Prices Decline In Egypt

Cairo, September 15, 1946 (FTS).—Timber prices continue to fall in Egypt. For building purposes, the price has been reduced from £E.29 to 25 per cubic metre, and from £E.33 to 29 per cubic metre for furniture manufacture. A few months ago, timber for building cost nearly £E.100 per cubic metre.

Some 70,000 cubic metres of timber for building purposes are expected to arrive before the end of this year, according to the Ministry of Commerce and Industry.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in respect of shipments to countries in non-sterling areas, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations Oct. 7	Nominal Quotations Oct. 14
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2462	.2458
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0541	.0541
Chile.....	Peso	Off.	.0517	.0517
China.....	Dollar	Export	.0400	.0400
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2084
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3770	.3770
Netherlands East Indies.....	Florin	....	.3766	.3766
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2785	.2785
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0035	.0035
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5983).

Commodity Officers—

Foods—

Live stock and products, fish and products, H. A. Gilbert (2380).
Plants and products, G. F. Clingan (7523).
Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals—

Iron and steel products, E. L. Smith (4082).
Non-ferrous metals and non-metallic minerals, A. M. Tedford (4160).
Chemicals and allied products, S. G. Barclay (7886).
Machinery and industrial equipment, C. J. Gardner (4082).
Electrical machinery and equipment, A. S. MacRae (7601).
Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber—

Textiles and apparel, G. R. Poley and J. U. Curtis (3004).
Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper—

Wood and products, G. H. Rochester (6974).
Paper and products, E. Clarke and N. R. Chappell (6974).

General Products—

General products, W. H. Grant (3209).
Miscellaneous products, P. G. Jones (4160).
Durable consumer-goods, W. H. Grant (3209).

Token Shipments to U. K.—W. H. Black (5983).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417); Assistant Director, C. F. McGinnis (7163).

Raw Materials Section—Chief, C. F. McGinnis (7163); (Supply Research), A. C. Fairweather (6905), P. E. Jensen (6958), and M. C. Hughes (6958); (Trade Controls), W. G. Hopkins (6552).

Manufactured Goods Section—H. B. Scully and G. C. Clarke (6519).

Trade Services Directory—A. J. Langdon (6905).

Canadian Importers' Directory—Miss M. E. Adams (6552).

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5830).

Commercial Relations Division—Director, H. R. Kemp (5151); Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819).

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, Chief, S. L. Tilley (6588).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in twenty-eight British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA (5091).

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—Excredcorp (2-4828).

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries (7818).

Canadian Trade Commissioners

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—
Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

E. H. MAGUIRE, Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).

Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrôpole, 7th Floor, Av. Presidente Wilson 165.

W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Caixa Postal 2164, Rio de Janeiro.

British Malaya

ARTHUR WILDING, Canadian Commercial Agent. Address for letters—Room D-2, Union Building, Singapore.

Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India.

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas, and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building. Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523. Territory includes Republic of Panama and the Canal Zone.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17. Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

RICHARD GREW. Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil. Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris. Territory includes Switzerland.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris. Territory includes Belgium, the Netherlands, and Denmark.

Guatemala

C. B. BIRKETT. Address for letters—P.O. Box 400, Guatemala City. Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

C. R. GALLOW (Acting). Address for letters—P.O. Box 126.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road. Territory includes Burma and Ceylon.

Ireland

E. L. MCCOLL and H. L. E. PRIESTMAN, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Canadian Trade Commissioners

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—Casella Postule 475, Rome.

Territory includes Czechoslovakia, Malta, and Yugoslavia.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 1660, Wellington.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, and the Canary Islands.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Nyasaland, and the Belgian Congo.

Cable address, Cantracom.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province, Orange Free State and South-West Africa, Tanganyika, Kenya, Uganda, Mauritius, Madagascar, and Angola.

Cable address, Cantracom.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, Canadian Stockholm.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: R. P. BOWER, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England and East Anglia.

Cable address, Sleighing, London.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucum.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilcon.

London: R. D. ROE, Commercial Secretary for Canada (Timber Specialist), Canada House, Trafalgar Square, S.W.1.

Cable Address, Sleighing, London.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—8° Piso, Edif. America, Esq., Veroes, Caracas.

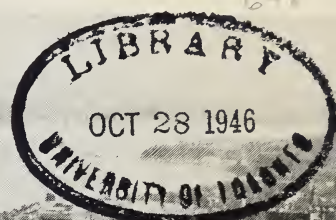
Territory includes Netherlands West Indies.

Commercial Intelligence Journal

Vol. LXXV

OTTAWA, OCTOBER 26, 1946

No. 2230



NOTICE TO SUBSCRIBERS

Subscribers are requested to renew their subscriptions to the *Commercial Intelligence Journal* on receipt of a notice from the King's Printer, Government Printing Bureau, Ottawa. Renewal notices will be mailed to subscribers four weeks prior to the expiry date of their subscriptions. If no reply has been received by this date, the name of the subscriber will be removed from the mailing list on the assumption that he no longer wishes to receive this publication.

The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, OCTOBER 26, 1946

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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COVER SUBJECT—Quebec City, Canada's Ancient Capital, towers majestically above the broad reaches of the St. Lawrence River, which carries a large proportion of the foodstuffs, manufactures and other materials required by other peoples throughout the world. Up this stream flow supplies for Canadian industry and the Canadian housewife, while visitors from foreign lands make Quebec their immediate destination. Here arrived in 1939 Their Majesties King George VI and Queen Elizabeth, who disembarked from the *S.S. Empress of Britain*, a 42,500-ton luxury liner, at Wolfe's Cove, at the upper centre of this photograph. Beyond the main harbour, part of which is shown here, is Lower Town and its financial section, the Chateau Frontenac and Dufferin Terrace, the Citadel, in which were held two Quebec Conferences during the war, the Plains of Abraham, the Quebec Legislative Buildings and Laval University. Across the St. Lawrence is the City of Lévis, with shipbuilding yards.

United States Continues Export Controls During Emergency

Shipments to Canada not subject to procedure—Items on lengthened list largely required for housing program—Dominating concept declared to be trade assistance, no longer control.

By B. J. Bachand, Assistant Commercial Secretary, Canadian Embassy

Washington, October 15, 1946.—Although 80 per cent of its wartime export controls were lifted after the conclusion of hostilities, many of these have been re-imposed by the United States Government, certain emergency conditions having prevented completion of the original de-control plan. In fact, during recent months, it has been necessary to lengthen the list of items for which export licences are required. This procedure has been followed in an effort to promote the National Emergency Housing Program, the largest number of items reinstated on the control list having been building materials, steel and chemical products. The Department of Commerce plans to eliminate these controls as rapidly as the domestic supply situation permits.

Controls Assist In Economic Warfare

The export control or licensing system came into being six years ago, on July 2, 1940, with an Act, "to expedite the strengthening of the national defence". Authority to issue export licences was passed along from agency to agency. Bestowed upon the State Department, it was later transferred to the Economic Defence Board. Then followed the Board of Economic Warfare, the Foreign Economic Administration, and finally, in mid-October, 1945, the Office of International Trade of the Department of Commerce.

Dominating Concept Now Trade Assistance

When it became a national policy in 1940, export control served as a powerful weapon in economic warfare. To-day the necessity for export control "is found in the continued shortage of the supply of various goods essential to reconversion to a peacetime economy. The dominating concept, however, is no longer control but trade assistance. The Requirements and Supply Branch of the Office of International Trade aims to attain this goal through accomplishment of the following objectives:

- (1) "To contribute to speedy domestic reconversion by limiting the exportation of commodities essential to this purpose.
- (2) "To implement the foreign policy of the Department of State and to carry out the foreign commitments of the U. S. Government.
- (3) "To promote foreign trade through commercial channels by protecting established trade connections and by encouraging new exporters, including veterans.
- (4) "To assist the production abroad of critical commodities needed both for U. S. domestic consumption or reconversion and for the essential needs of foreign countries.
- (5) "To assist foreign countries to obtain their minimum essential civilian requirements.
- (6) "To insure the actual shipment abroad of the full amount of export quotas made available by allocating agencies."

Thousand Items on Control List

Despite the best efforts of the Department of Commerce to help this country regain her overseas trade, where a complete elimination of export restrictions would certainly be a major contribution, numerous difficulties have been encountered since the conclusion of hostilities. There are now close to 1,000 commodities for which export licences are required. The short supply position at home should not be regarded as the only obstruction to a wider international exchange of goods. Foreign countries, which would normally be good markets for American producers, do not have the money to buy what they would like. Export dealings in countries under military occupation are limited to those handled by allied governmental agencies. Several foreign countries are still retaining their wartime purchasing missions in the United States. Finally, the shipping situation, lately aggravated by the seamen's strike on both coasts, remains extremely tight, and exporters have difficulty meeting their delivery schedules.

Licensing Procedure Complicated

Under the Export Control Act, which has been extended until July 1, 1947, the Department of Commerce is authorized to determine the procedure whereby foreign countries can acquire American products. This is accomplished through a complicated export licensing procedure.

Exports to Canada Uncontrolled

Exclusive of the occupied countries, all those to which exportation is permitted are classified into two groups, namely, Country Group "K" and Country Group "E". Bulgaria, Korea, Spain, Rumania, Hungary, and certain island territories are listed in the "E" category. Most other countries, except Germany and Japan, are on the "K" list. Shipments to Canada are not subject to export control.

Export licences are mandatory on shipments to all "E" countries. Shipments to "K" nations may be made without an official permit, if the exported commodity is not on the positive list. Otherwise a licence is required. The positive list comprises a number of approximately 1,000 commodities and manufactured products which are so scarce that unrestricted shipments would be considered detrimental to the United States economy. This list includes meat and dairy products, hides and leather, rubber and rubber manufactures, fats and oils, cotton and cotton manufactures, lumber and wood manufactures, paper, coal, steel mill products, iron and steel manufactures, electrical apparatus and machinery, automobiles, parts and accessories, fertilizers, aluminum, copper, brass, lead, tin, drugs and chemicals.

Six Kinds of Licences In Effect

Exports from the United States of all commodities may be permitted under the provision of six different kinds of licences: General Licence; Special Project (SP) Licence; Limited Production (LPL) Licence; Limited Distribution (LDL) Licence; Blanket (BLT) Licence; and Consolidated (CL) Licence.

The general licence is a privilege authorizing shipments from the United States within certain general limitations. If a general licence exists, no licence application need be filed by the exporter. Further, no licence document for the exportation is issued to the exporter by the Department of Commerce.

All other forms of licences are modified procedures in each case, authorizing the exportation of specified quantities of designated commodities from a designated consignor to a designated consignee or consignees. Considerations governing the issuance of these licences vary greatly from item to item. Some types of licence, for instance, limit the quantity of exportable commodities, while others restrict the number of receiving countries. In some cases, a Special Licence will be granted for export to a specified country. Only in exceptional circumstances, such as for a project abroad contributing to the attainment of the policy objectives of the U. S. Government, or necessary to the minimum essential civilian economy of the country of destination.

Plan Control Abolition by July, 1947

Although the export control procedure seems fairly elaborate at this time, officials of the Office of International Trade now believe that controls will not have to be extended beyond July, 1947. Those who are charged with responsibility for the administration of export control are satisfied that the progress made in eliminating commodities from the positive list is as rapid as possible. It is felt that a greater relaxation would be contrary to the best interests of the United States.

Canadians May Visit Germany For Scientific Investigation

Industrial Development Division sponsors visits of authorized investigators to Germany—AMG provides facilities in Germany—Report on the trip must be made to BIOS in the United Kingdom.

By B. R. Hayden, Industrial Development Division, Foreign Trade Service

Facilities will be provided by the Industrial Development Division, Foreign Trade Service, for the visit of authorized scientific investigators to Germany. Canadians interested should apply direct to the Industrial Development Division, supplying the following relevant information:

- (a) Investigator's name and address.
- (b) The firm, industry or institution to be charged for all expenses incurred.
- (c) Specific places in Germany to be investigated, and the approximate duration of the investigation.
- (d) Detailed explanation of the reasons for the trip and the scope of the investigation.
- (e) Date on which the investigator is available for departure.

Department Assists In All Arrangements

When the Department of Trade and Commerce agrees to sponsor an investigator's trip, arrangements will be made for his transportation to and from the United Kingdom. If passage by ship is required, priority forms will be issued to the investigator for completion, after which these will be endorsed by the Shipping Priorities Committee. The investigator will then make application to a shipping company for reservations, presenting the endorsed forms as an indication of government approval for the proposed trip. If air passage is requested, arrangements will be made with

Trans-Canada Air Lines or American Air Lines. The Department will assist in all passport procedure, and will enlist the services of the Department of National Defence (Army) for transportation of the investigator from the United Kingdom to Germany.

Report To Be Made for BIOS

Upon arrival in the United Kingdom, the investigator will be required to report to the Secretary of the Canadian Advisory Targets Committee at Canadian Military Headquarters, Canada House, London. Final arrangements will be completed and provision made for transportation to Germany through the British Intelligence Objectives Sub-committee (BIOS). After returning to the United Kingdom from Germany, the investigator must write a preliminary report of his visit for BIOS, and undertake to furnish a final report at a later date. This will be published by BIOS.

Army Provides for Investigator

Transportation, accommodation and food required by the investigator while in Germany will be provided by the Army. After his return to Canada, all expenditures made on behalf of the investigator will be recovered by the Department of National Defence (Army) from the Department of Trade and Commerce. Prior to the investigator's departure from Canada, he must deposit with the Department of Trade and Commerce a cheque for \$200, made out to the Receiver General of Canada, to cover services provided by the Army while he is in Germany. If expenses amount to more than the deposit, he will be billed for the difference, or if they are less, a refund will be made. In addition, a temporary deposit of \$75 is required from the investigator to cover the cost of the kit issued by the Army. A refund of the deposit, less deductions for any shortages, will be made when the kit is returned.

Yellow Pine from United States Predominant in Cuban Market

Secures advantage from frequent sailings from Gulf Ports, close to source of supply—Imports of lumber well below requirements and prewar levels—Domestic woods cannot compete with foreign product.

By R. C. G. Smith, Commercial Secretary, Canadian Legation

Havana, October 9, 1946.—Cuba depends almost entirely on southern yellow pine for general construction, and was necessarily short of lumber during the period of hostilities. Imports of lumber during 1938 totalled 61 million feet, declining the following year to 52 million feet. During the war years, 1940 to 1945, imports averaged only 32 million feet, the lowest figure being reached in 1943, when purchases totalled no more than 19,626,000 feet.

Cuban requirements are far in excess of the lumber being imported, and the amount made available is still below prewar figures. Imports during the first six months of 1946 totalled 16,400,000 feet, compared with 28,044,000 feet in the corresponding period in 1939, and with 20 million feet for the same six months of 1945.

Almost Any Type or Grade In Demand

Imports over a long period having been lower and activity in the building industry having increased, a heavy demand for lumber of almost any type and grade has developed. Relatively little lumber was obtained from Canada during the five years reviewed below, imports in 1945 amounting to 225,000 feet of spruce and 135,000 feet of white pine.

Cuban Lumber Imports

	1938	1939	1940	1944	1945
	(Thousand Feet B.M.)				
Total yellow pine	49,101	42,820	34,642	25,662	30,434
United States—					
Yellow pine	48,659	42,346	34,265	25,206	29,110
Sap gum and tupelo	3,508	3,989	3,535	1,016	764
Treated lumber	5,367	2,530	1,240	....	504
Ponderosa pine .....	....	....	....	....	22
Maple	109	306	371	10	15
Cottonwood .....	....	21	34	....	96
Redwood	379	155	60	16	....
Sugar pine	87	31	64	45	....
Cypress	56	22	25	....	....
Douglas fir	30	....	23	....	....
Plywood	71	44	191	101	62
Veneer	1,752	1,749	2,653	....	....
Europe—spruce	658	594	....	....	....
Bahamas—yellow pine	442	474	377	443	936
Canada—					
Spruce	172	....	....	....	225
White pine .....	....	....	....	....	135
Argentina plywood .....	....	....	....	2	....
Chile plywood .....	....	....	....	16	....
Nicaragua, yellow pine .....	....	....	....	13	353
Honduras, yellow pine .....	....	....	....	....	35
Total lumber	61,299	52,281	42,856	26,869	32,446

Southern Yellow Pine Predominates

Import figures for the first six months of 1946 show that yellow pine from the United States still predominates, though a wider diversification is noted, as compared with the situation during war years.

Lumber Imports for First Six Months of 1946

	Thousand Feet B.M.
United States	15,225
Yellow pine	13,840
Sap gum and tupelo	719
Cottonwood	175
Redwood	50
Elm	41
Maple	32
Cypress	44
Gum	32
Veneer	152
Douglas fir plywood	140
Bahamas—Yellow pine	561
Mexico—	
Cedar	73
Plywood	315
Honduras—Yellow pine	18
Nicaragua—Yellow pine	193
Sweden—Plywood	25
Total—Yellow pine	14,612

All lumber is imported rough sawn, none being brought into the country as dressed lumber, though the statistics reveal that a small amount of dressed lumber was purchased. The figures undoubtedly refer to plywood, however, as it enters under this general classification.

Cuban Cedar Used for Interior Trim

As indicated by the foregoing figures, yellow pine is used more extensively in Cuba for basic construction and general purposes than any other variety. Uses include concrete form work, scaffolding and the manufacture of doors, window sashes and jambs. Local cedar is more commonly used for interior trim and doors. It is estimated that about 60 per cent of the requirements are for boards and planks. Normally, the principal demand is for one-inch boards, but at present most offers for export from the United States are in three-inch and four-inch planks, four inches in width and even wider, and ten feet or more in length.

The exportation of cedar, mahogany and sabicú has been prohibited for a period of five years, effective last May, due to heavy inroads made on the domestic forests.

Under normal, or more correctly prewar conditions, the grades commonly in demand were sound square-edge, No. 1 common, and No. 2 common select, the latter being the most important. Most of the lumber was air-dried for ninety days, and there was little kiln-dried lumber imported into Cuba. The prejudice against kiln-dried lumber has largely disappeared, and it may be sold in the future, provided the price is not too high in comparison with that of air-dried lumber. At present, almost any lumber that can be offered is acceptable, and most of that being imported is in the green state.

Prices Quoted On Sizes and Lengths

Before the war, pine was sold in block lots, a single price governing a block of lumber made up of 2 by 3's up to 6 by 6's and between ten and twenty-four feet in length. Another price was quoted on blocks of assorted 1 by 8's, 1 by 10's and 1 by 12's, and between ten and twenty-four feet in length. Under present conditions, prices are quoted in accordance with stipulated sizes and lengths. Orders are placed on open prices, the current OPA price at time of shipment being the final sale price.

Lumber is now sold at 30 days' sight, less 2 per cent for cash. Before the war it was customary to grant up to 90 days, with a 2 per cent cash discount. Nearly all lumber is now sold by agents of foreign mills to large wholesale importers. Before the war, some of the more important importers dealt direct with the mills.

Domestic Lumber Cannot Compete

Statistics for lumber production in this country are not available, but it undoubtedly increased considerably during the war. There are stands of pine in the provinces of Oriente and Pinar del Rio, but only the lumber from Oriente compares favourably with southern yellow pine from the United States. Although this is quite satisfactory, it is unlikely that the local industry will be in a position to compete with the product of the United States, once this is freely available. Stands of timber here are in relatively inaccessible regions, and the cost of production is correspondingly higher. Cedar is also in fairly good supply, as well as a variety of hardwoods, including mahogany.

Frequent Sailings From Gulf Ports

Yellow pine is shipped largely from the Gulf of Mexico and Florida ports by sea trains or sea ferries, Jacksonville, New Orleans, Mobile and Tampa being the most important shipping centres. Frequent steamship

services from those ports, which are close to the source of production in the United States, place southern yellow pine at a decided advantage over all lumber of a similar kind from other sources. Even if it was possible to establish a freight rate from ports in British Columbia comparable with those of the Atlantic Conference, the proximity of the Gulf ports, with frequent sailings and the ability to make parcel shipments (carload lots of 20,000 feet), create advantages that weigh heavily in favour of yellow pine in this market, protecting it from competition.



Canadian spruce being unloaded from a sailing vessel at Havana, Cuba, for making boxes. Relatively little lumber was purchased from Canada last year, though slightly larger shipments have been made this year of shooks for boxes; casks, kegs and hogsheads; empty barrels; and staves and headings.

Duties Have Little Effect On Trade

Except on finished lumber, duties are of little consequence, as is indicated in the following table:

	From U.S.	From all other countries and Canada
	U.S. \$	U.S. \$
Unplaned lumber and logs—		
Pine, Douglas fir, and railway ties of cypress, pine, and Douglas fir	Free	Free
Gum woods and tupelo .....per 100 kgs.	\$0.08	\$0.10
Emergency surtax 20 per cent .....	....	0.02
Total	\$0.08	\$0.12
All other, including spruce and hemlock....per 100 kgs.	\$0.20	\$0.25
Emergency surtax 20 per cent .....	....	0.05
Total	\$0.20	\$0.30
Lumber, planed or tongued and grooved and plywood .....per 100 kgs.	\$0.60	\$0.75
Emergency surtax 20 per cent .....	....	0.15
Total	\$0.60	\$0.90

Transformation from War to Peace Economy Reflected by Imports

Consumer commodities enjoy greatest gains over eight-month period, headed on percentage basis by passenger automobiles—More coffee and nuts being brought into country.

By D. H. Fullerton, Research and Development, Dominion Bureau of Statistics

Significant trends are reflected in trade statistics for the first eight months of the current calendar year, the most important of which is the gradual transformation of this country from a war to a peace economy. While imports of capital goods and industrial products are higher, consumer commodities enjoy the greatest gains, compared with the corresponding period last year. Purchases of foreign passenger automobiles, valued at \$10·7 millions, represent an advance of 375 per cent. Imports of household and personal equipment, valued at \$11·2 millions, represent an increase of 128 per cent. More coffee and chicory have been brought into the country, the advance from last year amounting to 150 per cent. Nuts are also in greater demand, imports being higher by 108 per cent.

The fourteen principal commodities, for which material increases have been recorded during the first eight months of this year are as follows:

Principal Commodity Increases

	Increase in Value (\$,000,000)	Percentage Increase
Machinery (excl. agricultural)	\$18.3	29
Fruits	16.5	35
Cotton	13.6	24
Petroleum products	12.0	19
Wool	8.5	28
Passenger automobiles	8.4	375
Farm implements and machinery	8.2	24
Fresh vegetables	8.2	56
Furs	8.0	74
Coffee and chicory	7.5	150
Nuts	7.2	108
Books and printed material	7.1	54
Coal	6.4	10
Household and personal equipment	6.3	128

Relatively little change is noted in the commodity structure for August, compared with the previous month. Coal and its products recorded an increase in value of \$3·5 millions, petroleum products of \$2·1 millions, farm implements and machinery of \$1·4 millions, wool of \$1 million, sugar of \$900,000, and crude rubber of \$800,000.

Canada's Imports for Consumption

	Month of August (Thousands of Dollars)		January-August	
	1945	1946	1945	1946
AGRICULTURAL AND VEGETABLE PRODUCTS				
(Total)	18,137	24,479	156,432	199,831
Fruits (total)	6,583	8,629	47,289	63,833
Fruits, fresh	6,084	7,598	38,464	49,087
Fruits, dried	310	320	6,553	7,686
Fruits, canned	161	423	1,269	3,048
Fruit juices and fruit syrups	28	288	1,003	4,011
Nuts	697	908	6,625	13,772
Vegetables (total)	355	264	15,059	23,460
Vegetables, fresh	267	173	14,740	22,954
Vegetables, dried	14	24	45	290
Vegetables, canned	70	31	116	54
Pickles, sauces and catsups	4	37	157	162

Canada's Imports for Consumption—Continued

	1945	Month of August 1946	January-August 1945	1946
		(Thousands of Dollars)		
Agriculture and Vegetable Products—Con.				
Grains and products (total)	474	2,061	6,563	9,805
Rice	43	10	1,304	644
Oils, vegetable, edible	55	326	289	1,621
Sugar and products (total)	4,154	3,868	24,967	25,909
Sugar	3,592	3,289	23,364	20,894
Cocoa and chocolate .....	....	880	3,520	3,828
Coffee and chicory	1,146	917	5,029	12,565
Spices	57	242	564	832
Tea	702	665	13,032	5,633
Vegetable products, other, mainly food.	70	112	500	1,434
Beverages, alcoholic (total)	732	1,109	4,195	7,623
Ale, beer, porter, stout	3	....	29	5
Beverages, distilled	595	879	3,603	6,095
Wines	134	230	563	1,523
Gums and resins	243	467	2,900	3,224
Oil cake and oil cake meal	26	36	134	235
Oils, vegetable, not edible	868	345	7,954	5,991
Plants, shrubs, trees and vines	44	27	420	845
Rubber (total)	1,497	2,420	11,845	11,015
Rubber, crude	836	1,465	5,994	3,837
Seeds	17	48	1,179	1,178
Tobacco	153	187	1,532	2,101
Vegetable products, other, not food ..	266	969	2,835	4,926
ANIMALS AND ANIMAL PRODUCTS (total)	2,607	5,099	27,406	41,331
Animals, living	67	284	1,260	2,047
Bone, ivory and shell products	40	60	423	473
Feathers and quills	47	118	167	375
Fish and fishery products, n.o.p. (total)	223	484	2,092	3,054
Fish, fresh and frozen	161	325	1,713	2,314
Fish, dried, salted, pickled, smoked .	28	28	161	261
Fish, canned or preserved	11	90	51	158
Furs (total)	771	2,074	10,867	18,903
Undressed furs	474	1,196	7,418	12,495
Hair and bristles	310	173	1,021	1,489
Hides and skins, raw	178	584	2,138	1,905
Leather, unmanufactured	264	258	2,289	2,642
Leather, manufactured	170	332	2,092	3,021
Meats	17	120	442	839
Milk and products	61	33	233	398
Animal oils, fats, greases and wax	282	184	2,029	2,933
Animal products, other	175	395	2,424	3,251
FIBRES, TEXTILES AND PRODUCTS (total) .	14,449	20,466	130,676	156,745
Cotton (total)	6,359	9,097	56,767	70,382
Raw, and linters	3,351	3,314	24,223	28,320
Yarn	585	766	4,890	5,595
Fabrics	1,979	4,296	23,760	30,016
Flax, hemp and jute (total)	1,035	1,235	11,706	14,501
Yarn	151	138	1,129	897
Fabrics, flax and hemp	93	206	623	1,596
Fabrics, jute	260	73	7,427	7,737
Silk (total)	171	318	1,354	1,956
Fabrics	166	259	1,324	1,825
Wool (total)	3,427	6,030	29,933	38,380
Raw wool	936	1,517	7,849	10,628
Noils and tops	595	1,530	4,717	6,254
Yarn	464	440	4,689	4,242
Worsted and serges	681	1,012	5,697	7,824
Fabrics, other	536	807	4,316	5,111
Artificial silk (total)	1,924	1,947	15,750	13,136
Yarn, twist and thread	1,426	938	9,353	6,257
Fabrics	466	775	6,119	5,693
Fibres and products, other	379	290	4,762	6,125
Mixed textile products	1,156	1,549	10,404	12,265
WOOD, WOOD PRODUCTS AND PAPER (total)	3,740	5,481	31,444	44,443
Wood, unmanufactured (total)	516	663	4,155	5,167
Planks and boards	340	416	2,705	3,212
Wood, manufactured (total)	722	919	5,438	6,934
Wood pulp	92	60	779	900
Paper	962	1,389	8,682	12,004
Books and printed matter	1,540	2,511	13,169	20,338

Canada's Imports for Consumption—Continued

	1945	Month of August 1946	January-August 1945	1946
		(Thousands of Dollars)		
IRON AND ITS PRODUCTS (total)	32,680	43,946	268,530	297,446
Iron ore	913	457	4,724	2,115
Ferro-alloys	112	96	577	296
Pigs, ingots, blooms, billets	32	47	1,973	348
Scrap iron	55	459	644	1,333
Castings and forgings	602	645	6,137	4,343
Rolling mill products	5,023	4,645	37,225	32,427
Pipes, tubes and fittings	454	728	3,295	5,360
Wire	337	332	2,927	2,245
Chains	150	79	1,326	1,021
Engines and boilers	2,317	1,930	21,193	18,674
Farm implements and machinery	4,451	8,072	33,663	41,893
Hardware and cutlery	392	657	3,006	4,371
Machinery (except agricultural)	8,053	11,195	62,596	80,858
Springs	45	28	288	725
Stamped and coated products	211	233	1,345	1,964
Tools	682	889	5,181	6,575
Vehicles, chiefly of iron (total)	6,273	8,843	60,438	62,654
Automobiles, freight	56	769	1,711	3,332
Automobiles, passenger	388	2,438	2,253	10,703
Automobile parts	5,662	4,523	52,960	43,266
Iron products, other	2,577	4,612	21,992	30,245
NON-FERROUS METALS AND THEIR PRO- DUCTS (total)	8,126	9,631	71,361	72,477
Aluminium	1,361	1,466	6,534	7,174
Brass	371	651	2,902	4,179
Copper	80	203	666	1,121
Lead	34	10	239	91
Nickel	125	301	877	2,043
Precious metals (except gold)	107	1,357	3,870	7,696
Tin	60	10	4,972	4,312
Zinc	68	98	585	1,190
Alloys, n.o.p.	69	74	573	635
Clocks and watches	730	735	3,970	5,044
Electrical apparatus (total)	3,576	3,706	30,639	29,834
Radio and wireless apparatus	1,609	903	12,052	7,015
Gas apparatus	42	19	277	269
Printing materials	93	143	758	1,099
Non-ferrous metals, other	1,410	859	14,499	7,789
NON-METALLIC MINERALS AND THEIR PRO- DUCTS (total)	24,682	33,630	169,883	198,996
Asbestos	261	246	1,576	1,360
Clay and products	1,117	1,298	9,138	11,505
Coal and products (total)	10,959	14,502	71,950	78,491
Coal	9,796	13,229	63,827	70,210
Coke	1,071	988	7,373	7,322
Glass and glassware	1,173	1,739	10,723	13,767
Graphite	36	69	316	413
Mica and products	8	21	140	170
Petroleum products	9,356	12,846	61,575	73,552
Stone and products	797	1,450	6,562	8,703
Non-metallic minerals, other (total) ..	975	1,459	7,903	11,034
CHEMICALS AND ALLIED PRODUCTS (total)	5,675	7,093	52,042	61,548
Acids	185	255	2,185	2,178
Alcohols, industrial	56	31	221	559
Cellulose products	318	483	3,459	4,370
Drugs and medicines	854	673	6,459	6,579
Dyeing and tanning materials	642	873	5,280	6,335
Explosives	80	65	598	594
Fertilizers	269	335	2,128	2,908
Paints and varnishes	616	601	5,745	6,494
Perfumery, cosmetics, toilet prepara- tions	35	35	278	378
Soap	20	32	117	525
Inorganic chemicals, n.o.p. (total) ...	732	1,121	6,721	8,223
Soda and compounds	36	69	502	416
Potash and compounds	293	467	2,406	3,309
Chemical products, other	1,870	2,589	18,852	22,404
MISCELLANEOUS COMMODITIES (total) ...	18,036	13,398	157,737	131,897
Amusement and sporting goods	193	696	1,813	4,024
Brushes	39	66	266	423
Containers, n.o.p.	135	174	968	1,324

Canada's Imports for Consumption—Concluded

Miscellaneous Commodities— <i>Cont.</i>	Month of August		January-August	
	1945	1946 (Thousands of Dollars)	1945	1946
Household and personal equipment, n.o.p. (total)	607	1,636	4,920	11,214
Refrigerators and parts	32	606	182	3,159
Mineral and aerated waters	1	....	4	10
Musical instruments	73	351	555	1,682
Scientific and educational equipment ..	678	1,184	6,057	8,707
Ships and vessels	12	124	1,952	553
Vehicles, except iron (total)	1,306	1,020	14,352	7,030
Aircraft (excluding engines)	1,281	859	14,064	6,255
Paintings and other works of art	102	132	656	1,254
Miscellaneous commodities, other (total)	14,891	8,015	126,193	95,675
War materials (Order-in-Council) .	8,361	74	81,205	2,828
TOTAL IMPORTS	128,134	163,224	1,065,510	1,204,714

Navigational Aids for Aircraft Offered for Sale as Surplus

*Quantity of Vernier Height Gauges, and one complete
cathode-ray direction finding installation also available.*

A quantity of Vernier Height Gauges, manufactured by Staroba Industrial Research Company, of Toronto, is being offered for sale by the War Assets Corporation. They are all new stock complete with carrying case, and are in two sizes. The 150 mm. size is offered at \$31.15 each, and the 300 mm. size at \$37 each. They are made of high-quality steel, with measuring surfaces glass-hardened and lapped.

Fifteen complete sets of blind-landing equipment for aircraft instrument landing are also available for sale. These sets were manufactured by the Standard Electric Company, in England. The equipment has been used and, although it has been superseded in Canada and the United States by units of a later design, is still quite modern. Each unit is mounted on a four-wheel trailer, and the transmitters are type TU-3 and type MU-3, installed in each trailer with complete electrical apparatus. The sets are variously located at Bowden, Alta., and Dorval, Que.

One complete cathode-ray direction finding installation is offered by the Corporation. It consists of receivers type HF/DF, set up in three units, enclosed in steel cabinets, complete with power supply unit. All units of the installation are in good condition, ready for operation, but would require recalibration. This equipment is located at the R.C.A.F. Station, Reserve, Cape Breton, N.S., and is offered at \$750 complete.

Correspondence concerning these items, and others described in recent issues of the *Commercial Intelligence Journal* should be addressed to the Export Sales Division, War Assets Corporation, No. 4 Temporary Building, Ottawa. All prices quoted are on an "as is, where is" basis, with offerings subject to prior sale or withdrawal.

Weight Limits to North Borneo Increased

The limit of weight for parcels for Brunei, North Borneo and Sarawak, via England, has now been extended to 20 pounds. Rates are from 65 cents for one pound to \$4.50 for 15 to 20 pounds.

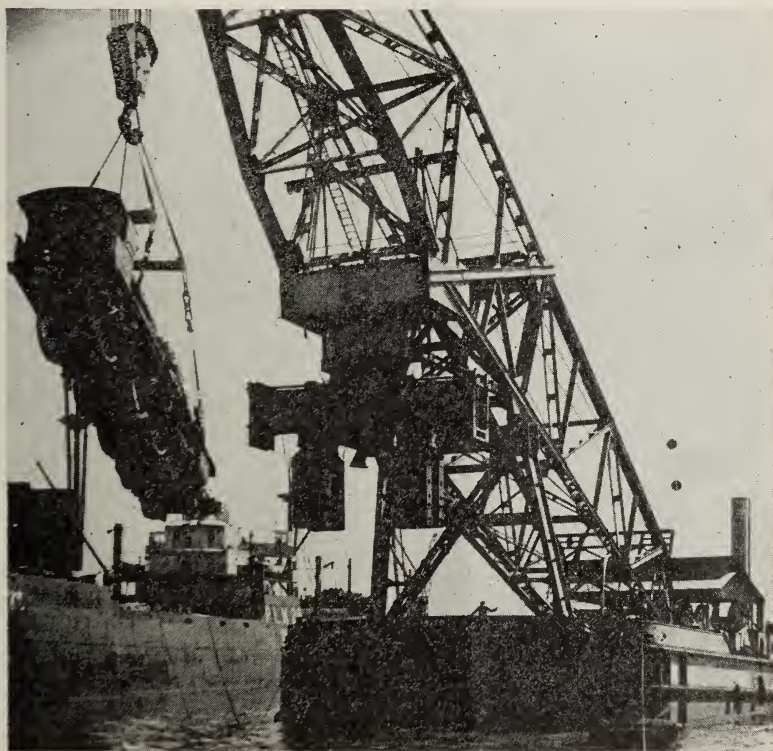
Algeria Presents Ready Market For Canadian Manufactures

Program of development lists many agricultural and industrial items for purchase from countries other than France—Prospective sales might reach \$8,000,000—Native population experiences critical shortage of shoes and underwear.

By J. P. Manion, Canadian Trade Commissioner

(Editor's Note—This is the sixth in a series of articles on Algeria, prepared for the *Commercial Intelligence Journal*. Others, pertaining to conditions in Morocco, will be published in forthcoming issues. These will be reprinted subsequently as Postwar Trade Reviews of Algeria, Morocco and Tunisia, notice of which will appear in these columns.)

Algeria presents a ready market for agricultural and industrial equipment that should prove of interest to Canadian manufacturers. Provision was made in the program for development this year for the purchase of the following machinery items: ploughs, 611 tons; harrows, pulverizers, etc., 613 tons; cultivators, 92 tons; sowers and fertilizer distributors, 90 tons; other cultivating implements, 54 tons; reaper-threshers, 992 tons;



Floating crane in the harbour of Algiers, which is capable of handling much of the heavy equipment required in the rehabilitation and development of Algeria, part of which might readily be supplied from Canada.

other harvesting equipment, 150 tons; feed presses, 362 tons; spare parts for agricultural machinery, 455 tons; and other farm implements, 88 tons.

Import requirements indicated in this article will be purchased with United States currency, and do not include items of equipment obtained from France, Portugal, Spain, Sweden, Switzerland and countries in the sterling block.

Transport In Deplorable Condition

Transport facilities are in a deplorable condition, as a result of the war, and large quantities of rolling-stock, rails, locomotives and railway ties are required. The program for this year involves the purchase of 5,038 tons of rails, 60 pounds and over in weight, and 2,003 tons of rails under 60 pounds, eighteen Diesel-electric locomotives, twenty Diesel locomotives and some 330 railway freight cars. Road transport requirements involve the importation from countries other than France of 1,140 tons of trucks, 360 tons of buses, 275 tons of passenger cars and 116 tons of trailers. Road-building machinery will have to be obtained in large quantities, estimates amounting to 965 tons of mechanical and electric shovels, 210 tons of cement-mixers, 55 tons of levellers, 160 tons of scrapers, 15 tons of bulldozers and angledozers, and 260 tons of other machinery, including spare parts.

Refrigeration Equipment Required

In addition to cold-storage and electric refrigeration developments, limited provision has been made for the importation this year of 60 tons of electric refrigerators, 55 tons of industrial refrigeration equipment, 30 tons of ice-making equipment and 134 tons of air-conditioning equipment. The program provides for the purchase of much larger quantities from France, but it is doubtful whether this will be available. In fact, it is probable that the requirements will have to be filled from other countries.

Wood and Wood Products In Demand

While it was proposed to purchase wood and wood products from former "neutral" countries, such as Portugal, Spain, Sweden and Switzerland, it is possible that requirements will have to be filled by those whose currency is linked to that of the United States. A total of 51,450 tons of such products must be imported, comprising 4,000 tons of telephone poles, 2,000 tons of pit-props, 1,000 tons of sleepers, 470 tons of Douglas fir square timber, 3,100 tons of cut lumber, 22,787 tons of planks and boards, 9,000 tons of oak staves for wine casks, 210 tons of plywood, eight tons of handles for tools, and 4,118 tons of newsprint.

The program provides for the importation of metal goods, some of which might well be supplied by Canada, requirements including 327 tons of galvanised ware, 96 tons of enamelled ware, 50 tons of metal furniture and filing cabinets, 48.5 tons of petrol stoves, 20 tons of parts for stoves, 112 pounds of mica for electric ovens and five tons of radio receiving tubes.

Wheat Needed to Avert Starvation

Large quantities of wheat and other grains will have to be obtained from other countries this year to avert starvation, an estimate of requirements being in excess of 900,000 tons for the crop year. While the present program is well under way, this is subject to the international allocation of surplus supplies in the producing countries.

Critical Shortage of Shoes and Underwear

Cotton textiles, boots and shoes are among the second most important requirements. The native population is badly in need of underclothing, conditions in Algeria being far worse than in Morocco or Tunisia, where shortages are critical. Thousands of natives have nothing to wear except patched and worn gunny bags, which are already in tatters. Millions have no shoes of any kind. Whereas it is customary for natives in the rural areas of Morocco to walk barefoot to market, carrying their only pair of shoes on their heads and donned for appearance sake on entering a town, those in Algeria have no shoes whatever.

Good Market for "Incentive" Goods

Other essential consumer goods required in Algeria include cooking utensils, sugar and tea for the Moslem "mint" tea, though the importation of these can await more favourable conditions. Provision should be made for the importation of "incentive" goods, to encourage greater production among the native population and to reduce the black market activities of the great majority, who have no opportunity of spending money in their possession. While the larger proportion will likely be furnished by France, other countries may have an opportunity of replacing the cheap Japanese goods that formerly found their way to this market. Plastic ware, trinkets, cheap cosmetics, canvas rubber-soled shoes, cheap watches and alarm clocks are among the items in this class.

Frozen Meat, Milk and Vegetables Listed

While no effort will be made to review the whole program, mention might be made of the following additional items of special interest to Canadian exporters: frozen meat, 2,000 tons; sweetened condensed milk, 3,000 tons; unsweetened evaporated milk, 7,000 tons; powdered milk, 850 tons; caseine glue (payable in sterling), 71 tons; salt, 4,200 tons, dried vegetables, 17,400 tons; seed potatoes (payable in sterling), 5,600 tons; truck tires, 1,674 tons; truck tubes, 186 tons, and 45 tons of lucerne, radish and other vegetable seeds.

Large Purchase of Cement Planned

Cement imports from France during the current year should total 185,000 tons. This is the minimum requirement, however, since one storage dam project alone will need 400,000 cubic metres of cement. It is doubtful whether France will be able to meet even this minimum, because of her own reconstruction commitments. Similarly, much hydro-power equipment may not be available in France, from which it is planned to purchase necessary material.

One of the purposes of the present postwar survey is to determine in what way the development of North African economy will influence its future trading relations. There can be neither complete accuracy nor complete assurance in any estimate made of the potential requirements. However, certain factors may be taken into consideration as a basis on which to assess future trends. In the first place, Algeria was primarily an agricultural country before the war, and imported most of the consumer goods required by its population, together with strictly limited supplies of producer goods, such as transport equipment, hydropower equipment and farm machinery. In estimating future requirements, therefore, the table of imports published in a previous article of this series may prove of some value.

Because of the rapid increase in population, these figures should be increased by 20 per cent on the assumption that normal postwar standards of living will approximate those of prewar years.

Algeria Seeks Economic Freedom from France

Secondly, the country is determined to lessen her dependence on France, both with respect to imports and exports. To a major extent, this determination will be translated into effective measures only if Algeria is able to extend her export markets outside the French Empire. But, with a growing European demand for phosphates, a favourable contract with Great Britain for the purchase of iron ore, and the possibility of selling cheap wines in markets that, due to the wartime shortage of spirits, became heavy consumers of wine, there is some hope that Algeria will be able to ship larger quantities of her products to countries other than France. Citrus fruit offers almost boundless possibilities. Consumption in most European countries before the war averaged fifteen pounds per person per year. It is believed that this figure will be tripled within the next two or three years, following a corresponding increase in production in Algeria.

Heavy Increase In Imports Anticipated

It is estimated that the value of imports from foreign countries will be increased from five to at least 25 per cent. This might result in imports from all sources, according to 1938 standards, of about six billion francs, of which 1.5 billion francs would represent purchases from countries other than France. Since prices have more than doubled during the past seven years, imports from foreign sources might conceivably attain a value of about 60 million dollars.

This estimate is based on the volume of consumer goods imported before the war. But, with a balance of trade that is normally favourable, there would appear to be no good reason why Algeria should not pursue its planned semi-industrialization long after the end of the present reconstruction period. This would require fairly constant additions to its present supplies of hydropower, refrigeration and cold-storage, port, mine and transport equipment, road and general construction machinery and agricultural implements. The rate of importation would necessarily be less than during the present period, when reconstruction requirements are pooled with those of France, and made available in part by foreign credits. However, it should be sufficiently substantial to warrant continued interest in this market on the part of Canada. Imports programmed for 1946 from countries other than France are, incidentally, estimated at a value of \$219,000,000 for the whole of North Africa, of which Algeria's share should be close to \$100,000,000.

Prospective Purchases from North America \$40 Millions

If industrialization continued, and some 30 million dollars was added to the value of annual imports from countries other than France, which seems a reasonable estimate, it would appear that North America could hope to supply goods valued at a minimum of 40 million dollars. Canada should secure a market for goods valued at eight million dollars per annum, this figure being based on the assumption that Canada should obtain one-fifth of the market for American-type products. Since this total represents more than one-third the prewar value of Canadian trade with Continental France, it should not be lightly considered as an objective.

Charter Is Proposed for United Nations Trade Organization

United States presents an elaboration of its former "Proposals for Expansion of World Trade and Employment," as a basis for public discussion—Provisions set forth in seven chapters and seventy-nine articles.

The United States has published a second document dealing with the expansion of world trade and employment. It is entitled, "A Suggested Charter for an International Trade Organization of the United Nations".

The first document, entitled "Proposals for Expansion of World Trade and Employment", was published in December, 1945, and was transmitted to other governments for their consideration. These proposals put forward the idea that there should be established an International Trade Organization of the United Nations, the members of which would agree to conduct their commercial relations in accordance with rules to be set forth in the charter of the organization.

Preparatory Conference Meeting in London

In February, 1946, the Economic and Social Council of the United Nations adopted a resolution calling for an international conference on trade and employment to consider the creation of an International Trade Organization. It also established a preparatory committee of 19 countries, on which Canada is represented, to prepare a draft charter for such an organization. This preparatory committee is meeting at present in London. It was in preparation for this conference that the draft charter was prepared. It is described by the United States government as an elaboration of its original proposals. These contained suggested rules to govern trade barriers, restrictive business practices, inter-governmental commodity agreements and the international aspects of domestic employment policies. Also contained in the proposals was a suggested structure for the International Trade Organization.

Objectives of ITO Charter

The ITO charter has to accomplish four main objectives:

- (a) To promote the maintenance of employment in member countries by encouraging and assisting industrial and general economic development.
- (b) To bring about the general relaxation of barriers to world trade, whether such barriers are imposed by governments or private organizations.
- (c) To provide rules for the negotiation of inter-governmental commodity arrangements.
- (d) To create permanent international machinery for consultation and collaboration in trade and related matters.

Seven Chapters Outline Provisions

The provisions of the charter are set out in seven chapters. Chapter 1 establishes the broad purposes of the International Trade Organization (article 1); chapter 2 regulates membership in the organization (article 2); chapter 3 provides for the maintenance of employment (articles 3 to 7); chapter 4 provides for the reduction of governmental trade barriers of all kinds and for the elimination of discrimination (articles 8 to 33);

chapter 5 provides for concerted action to eliminate restrictive business trade practices by cartels and combines (articles 34 to 40); chapter 6 regulates the making of inter-governmental agreements to deal with commodities (articles 41 to 49); chapter 7 creates the machinery for an International Trade Organization to facilitate the operation of the charter. (articles 50 to 79.)

Elimination of Preferences Discussed

Chapter 4 is of particular interest to Canadians, because it deals with preferences. Article 8 states that there are two types of preferences, which shall not be eliminated immediately. They are the preferences in force as of July 1, 1939, between territories under common sovereignty, relations of protection or suzerainty and the preferences in force exclusively between the U.S.A. and the Republic of Cuba. The article goes on to say that, although these preferences shall not be eliminated immediately they shall be subject to the processes of elimination under the provisions of article 18.

Under this article, each member country must, when requested by any other member country, enter into reciprocal negotiations for the purpose of substantially reducing tariffs on imports and exports and for the elimination of preferences. Prior international commitments are not to stand in the way of these negotiations. The reductions arrived at in the most-favoured-nation tariff rates, as the result of these negotiations, are to operate automatically to reduce the margin of preference.

Effect on Empire Preferences Illustrated

The manner in which the margin of preference is reduced can be illustrated by a simple example. The British Empire preferential import duty rate on a given article entering Canada may be 10 per cent ad valorem, while the most-favoured-nation rate on the same article is 20 per cent ad valorem. Suppose that, after negotiations with some "non-empire" country—negotiations which, under the terms of the charter, cannot be avoided—the most-favoured-nation rate is reduced from 20 per cent to 15 per cent. Under the terms of article 18, the British Empire preferential rate may not be reduced correspondingly, and the advantage formerly accorded to the goods of Empire countries is partially dissipated. The article states that the new margin of preference, after negotiation, may not exceed the margin which exists between the most-favoured-nation rate, as reduced, and the preferential rate as it was on July 1, 1939. In effect, this freezes preferential rates as they were in 1939 and sets up the necessary machinery whereby most-favoured-nation rates may be aligned with them.

Commodity Agreements Considered In Charter

Chapter 6 is also of special interest because of the agricultural commodity agreements between Canada and the United Kingdom. This chapter recognizes that, in the case of certain agricultural products, special difficulties may arise which would warrant the adoption of inter-governmental commodity agreements regulating production, trade and prices. Such agreements should be consistent with certain general objectives.

Commodity agreements would be justified for the following reasons, according to the charter:

- (a) To enable countries to solve the problem of surpluses without taking unilateral action, which would shift the burden of the problem to other countries.
- (b) To avoid the serious distress to producers or labour caused by surpluses, when production adjustments cannot be made quickly enough, because of the lack of alternative employment opportunities.

- (c) To provide a working arrangement for a transitional period, during which measures may be taken to increase consumption of the surplus product; or to facilitate the movement of resources and manpower out of the production of the surplus product into more remunerative lines.

A commodity council is to be set up comprising those countries participating in the inter-governmental commodity agreement. In effect, these principles can be interpreted to mean that, under the terms of the charter, ITO will be in complete control of all commodity agreements.

A limited number of copies of the "Suggested Charter" have been obtained by the Director of Trade Publicity, Department of Trade and Commerce, to whom requests should be submitted by interested parties.

Fifty-One Members of United Nations

	Area in square miles	Population
Argentina	1,084,935	13,909,950
Australia	2,974,581	7,229,864
Belgium	11,755	8,386,553
Bolivia	537,792	3,533,900
Brazil	3,275,510	44,460,000
Byelo-Russia	49,022	10,367,976
Canada	3,694,863	11,506,655
Chile	296,717	5,237,432
China	4,314,097	457,835,475
Colombia	448,794	9,523,200
Costa Rica	23,000	705,305
Cuba	44,164	4,777,284
Czechoslovakia	49,358	14,447,000
Denmark	16,575	3,805,000
Dominican Rep.	19,332	1,826,407
Ecuador	275,936	3,085,871
Egypt	386,000	17,287,000
El Salvador	13,176	1,896,168
Ethiopia	350,000	12,100,000
France	212,659	38,000,000
Greece	50,257	7,108,814
Guatemala	45,452	3,450,732
Haiti	10,204	3,000,000
Honduras	44,275	1,105,504
India	1,581,410	388,997,955
Iran	628,060	15,055,115
Iraq	140,000	3,560,456
Lebanon	3,600	592,812
Liberia	45,000	1,500,000
Luxembourg	999	301,000
Mexico	763,944	20,625,826
Netherlands	12,862	9,090,000
New Zealand	113,315	1,631,414
Nicaragua	60,000	1,013,946
Norway	124,556	2,937,000
Panama	33,667	635,836
Paraguay	174,854	1,040,420
Peru	532,000	7,023,111
Philippines	115,600	16,350,000
Poland	150,470	34,775,698
Saudi Arabia	350,000	5,250,000
Syria	49,100	2,860,411
Turkey	294,416	18,871,000
Ukrainian S.S.R.	175,864	39,760,221
Union of South Africa	472,550	10,708,500
U.S.S.R.	9,619,791	193,495,710
United Kingdom	94,279	47,888,958
United States	3,022,387	139,000,000
Uruguay	72,153	2,185,626
Venezuela	352,170	3,839,747
Yugoslavia	95,558	16,200,000

Courtesy The New York Times.

STRUCTURE OF THE ECONOMIC AND SOCIAL COUNCIL

GENERAL ASSEMBLY

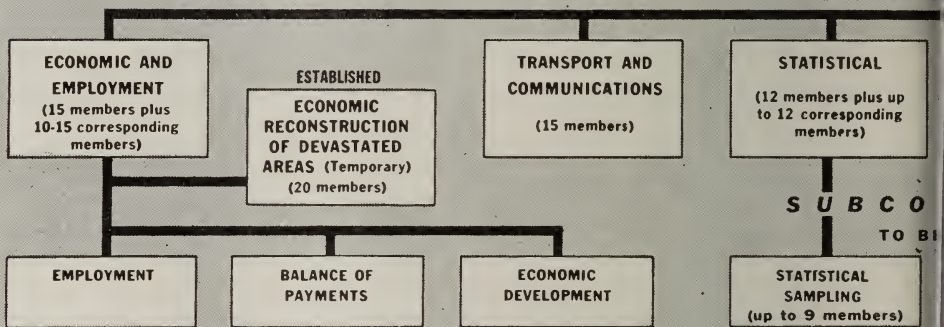
ECONOMIC AND SOCIAL ASSEMBLY
18 members elected by the General Assembly
DECIDES BY SIMPLE MAJORITY

STANDING COMMITTEES

COMMITTEE ON NEGOTIATIONS WITH SPECIALIZED AGENCIES

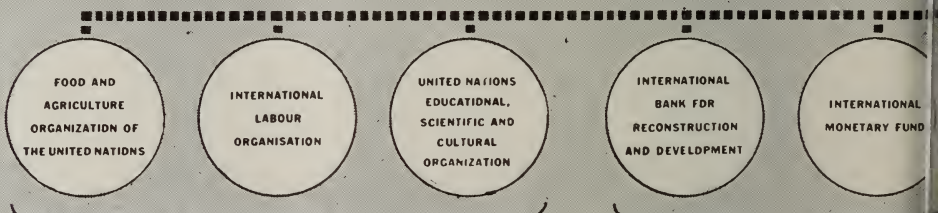
* Members of Commissions are representatives of Member States elected by the Council; "corresponding members" are appointed by the Council in their individual capacity. Members are elected for 3-year terms.

COMMISSIONS



SUBCOMMITTEES TO THE COMMISSIONS

SPECIALIZED AGENCIES



DRAFT AGREEMENTS RECOMMENDED FOR APPROVAL BY GENERAL ASSEMBLY

Eighteen countries, chosen by the General Assembly of the United Nations, are members of the Economic and Social Council. It is charged with responsibility for the economic and social functions of the United Nations. The Council discharges its responsibilities through a number of commissions and committees, and is also required to co-ordinate the activities of specialized agencies. Agreements are negotiated between the agencies and the Council, which submits them to the General Assembly of the United Nations for approval.

ECONOMIC AND SOCIAL COUNCIL

AS CONSTITUTED AT THE CONCLUSION OF ITS SECOND SESSION

ASSEMBLY

GENERAL COUNCIL

5 years by General
Assembly one vote.

2/3 PRESENT AND VOTING

COMMITTEES

COMMITTEE ON ARRANGEMENTS
FOR CONSULTATION WITH NON-
GOVERNMENTAL ORGANIZATIONS

FUNCTIONS*

HUMAN RIGHTS
(18 members)

STATUS OF
WOMEN
(15 members)

SOCIAL
(18 members)

NARCOTIC DRUGS
(15 members)

SESSIONS

PLISHED

FREEDOM OF
INFORMATION AND
THE PRESS

PROTECTION OF
MINORITIES

PREVENTION OF
DISCRIMINATION

AGENCIES

PROVISIONAL
INTERNATIONAL
CIVIL AVIATION
ORGANIZATION

WORLD HEALTH
ORGANIZATION
Interim Commission
functioning

INTERNATIONAL
REFUGEE
ORGANIZATION
(To be established)

WORLD TRADE
ORGANIZATION
To be established.

NON-GOVERNMENTAL
ORGANIZATIONS

NEGOTIATIONS FOR AGREEMENTS TO BE UNDERTAKEN

As indicated on the above chart, three draft agreements, with the International Labour Organization, the Food and Agriculture Organization and the United Nations Educational, Scientific and Cultural Organization, have been initialled. A draft constitution for the proposed International Refugee Organization was approved by the Council during its third session. The General Assembly of the United Nations was convened last Wednesday at Flushing Meadows, New York City.

(Chart by United Nations Weekly Bulletin)

New Zealand Lightens Controls On Essential Import Items

Medical supplies, fur skins, wrapping paper, books and steel rails in long list of articles for which new allocations for 1947 created—Measure may prove temporary.

Auckland, September 27, 1946 (FTS).—Controls on the importation of many items have been lightened by the New Zealand Minister of Customs, as indicated in the Import Licensing Schedule for 1947. While the government appreciates the necessity of exercising control over the expenditure of overseas funds, it is nevertheless anxious to ensure that all essential needs are adequately met, subject to the goods being available from overseas. Canada benefits in the case of many items, which in 1946 were on the controlled import list, but in 1947 will be allowed unrestricted and unlimited entry. Among these are many types of drugs, medicinal supplies and instruments. An outstanding increase in the import quotas affecting Canada is the case of fur skins, which have been raised 200 per cent.

Although there has been some improvement in the shipping situation, it was decided by the government, in view of delays still being experienced in the execution of orders for certain goods, to grant a general extension of 1946 licences until March 31, 1947, in respect of firm orders placed and accepted overseas prior to November 1, 1946. Licences granted for the 1947 period are available also for the entry of any shipments which might arrive in New Zealand prior to the end of 1946. New Zealand importers have been warned, however, that the new allocation is intended to cover requirements until the end of 1947, and that they should not count on further licences before the next period.

Modifications Affecting Canada

A list of the modifications of the 1946 allocations affecting Canada is published below. Further information regarding the New Zealand import licensing schedule for 1947 is available to Canadian exporters from the Foreign Tariffs Branch, Department of Trade and Commerce, Ottawa.

Matches and Vestas: 1946 allocation—75 per cent of the value of 1938 imports from any source; 1947 allocation—100 per cent of the value of 1938 imports from any source.

Bacteriological products: 1946 allocation—U.K. and other British, amount applied for; Canada and U.S.A., controlled; 1947 allocation—all countries, amount applied for.

Chloroform: 1946 allocation—U.K. and other British, amount applied for; Canada and U.S.A., controlled; 1947 allocation—all countries, amount applied for.

Drugs, crude, etc.: 1946 allocation—U.K. and other British, amount applied for; Canada and U.S.A., controlled; 1947 allocation—all countries amount applied for.

Insulin and insulin substitutes, etc.: 1946 allocation—U.K. and other British, amount applied for; Canada and U.S.A., controlled; 1947 allocation—all countries amount applied for.

Vitamins, etc. (excluding wheat germ oil): 1946 allocation—U.K. and other British, 100 per cent of 1945; Canada and U.S.A., controlled; 1947 allocation—all countries 100 per cent of 1946.

Medicinal preparations (except wines) containing 50 per cent of proof spirit or less, etc.: 1946 allocation—U.K. and other British, 100 per cent of 1943; Canada and U.S.A., controlled; 1947 allocation—all countries 100 per cent of 1946.

Appliances (including splints) for wear, even if medicated, etc.; (excluding ear trumpets, ear tubes, audiphones and other hearing aids for the partially deaf): 1946 allocation—U.K. and other British, amount applied for; 1947 allocation—all countries, amount applied for.

Surgical and dental instruments, etc.: 1946 allocation—U.K. and other British, amount applied for; Canada and U.S.A., controlled; 1947 allocation—all countries, amount applied for.

Brazil Imposes Restrictions on Articles of Prime Necessity

Minister of Finance authorized to withdraw leather and timber from list of items whose export was previously prohibited.

By W. G. Smith, Acting Commercial Secretary, Canadian Embassy

Rio de Janeiro, September 30, 1946.—Export restrictions have been imposed by the Brazilian Government on a number of articles of prime necessity, as follows:

- Sugar—Raw, unrefined, refined or of any other quality.
- Fertilizers—Manufactured from residues of slaughter-houses, rich in proteins.
- Nuts—Ouricuri, palma christi.
- Hessian—Bags and piece goods.
- Rice—With or without husk or threshed.
- Potatoes for table use—Of any quality.
- Footwear—Common, of cow hide.
- Cotton seed.
- Cement—Of any kind or quality.
- Hides—Ox hides and hogskins, green with and without hair; dried, salted or dry-salted, prepared or tanned; varnished or dyed.
- Spices, sundry—Cinnamon, cassia, mace, nutmeg, Asiatic pepper, cayenne.
- Brans and middlings—Of wheat, cotton seed, castor seed and peanuts.
- Meat meal—For feeding purposes.
- Bone meal—With any percentage of phosphoric acid.
- Beans—Black, white, "manteiga", "mulatinho", "Fradinho" and others.
- Cotton yarn—Of any kind or quality.
- Rayon yarn—Of any kind or quality.
- Livestock—Cattle, its products and by-products for human consumption, with exceptions, at the Minister's of Agriculture discretion.
- (a) Meats, products and by-products from cattle slaughtered at Rio Grande do Sul establishments and exported from the ports of that State in conformity with decree-law No. 9187 of April 15, 1946.
- (b) Meats and food products and by-products prepared before the coming into force of decree-law No. 9116, of April 1, 1946.
- Lentils, peas and other beans.
- Timber—Rough, sawn, hewn, veneer sawn or wrought in any other way and plywood.
- Maize—Small for popcorn, cracked or crushed (cornflour), ordinary of any kind.
- Peanut oil—Crude or refined.
- Vegetable oils—Coconut, babassú, ouricuri, palma christi, tucum and copra.
- Bones and manures—Phosphated, except long and hard bones for industrial purposes; joint bones for glue or gelatine manufacture; animal feeding-stuff in which composition the share of bone meal is such that the percentage of phosphoric acid does not exceed 26 per cent.
- Tires and inner tubes—Of any kind or quality.
- Aluminium, lead, copper, tin, nickel and zinc—Clippings, fragments, scrap, filings, articles rendered useless and residues, of any kind and manufactured articles rendered useless, which may be transformed by the national industry.
- Tallow, animal—Common or grease; pressed, white, odorless and tasteless.
- Oiticica seeds.
- Scrap iron—Including all kinds of useless iron articles, as well as tinplate clippings.
- Pigs—For slaughtering and their products intended for food, except those food-stuffs which, at the discretion of the Minister of Agriculture, have been manufactured before the coming into force of decree-law No. 9575, of August 12, 1946.
- Tapioca.
- Cotton piece goods—For clothing and other purposes, as well as the articles manufactured therefrom, except knitted goods and haberdashery in general.
- Cotton goods—Comprising piece goods, towels, blankets known as "popular".
- Rayon piece goods—With more than 20 per cent rayon.
- Cakes—Of cotton seed, castor seed, peanut, linseed.
- Olive oil—Crude or raw. In accordance with Note No. 52A to tariff item 286, olive oil will be considered crude or raw when its acidity, judged by its oleic acid content, exceeds 4.5 per cent, which renders it unsuitable for food, unless submitted to the refining process.

Sodium chloride (salt)—Coarse or unrefined. Brazil nuts, starches or feculae of mandioc or maize, dried bananas whole (raisined), in flakes or powder, cashew nuts and grated coconut have been removed from the list of articles of prime necessity, the export of which is prohibited. The exportation of these products is subject to previous licence from the Export and Import Section of the Bank of Brazil.

By decree-law No. 9898 of September 16, 1946, the Minister of Finance is authorized, at his discretion, to withdraw leather and timber from the prohibition of exports, established by decree-law No. 9647, of August 22, 1946, subjecting them by ordinance, to previous licence or other system best suited to the commodities concerned.

Amendments to the main list are being received periodically and interested Canadian importers will be advised on application to the Director, Import Division.

Heavy Rainfall in Western Australia Adversely Affects Agriculture

Crops in poorly drained soils show effects of waterlogging, but prospects favourable in outer wheatbelt—Shearing delayed by wet weather—Cheese production last June was substantially larger, but that of butter declined.

By B. I. Rankin, Assistant Commercial Secretary for Canada

Sydney, September 28, 1946.—Rainfall above average has been experienced in most agricultural areas of Western Australia during July. Crops in poorly drained soils are showing effects of waterlogging, and yields may be adversely affected. Conditions are more satisfactory in the outer wheatbelt, and prospects for the coming season are favourable. Little progress has been made by farmers with fallowing, rendered increasingly difficult by excessive weed growth.

Wet weather has delayed shearing in the agricultural areas, but good reports have been received from pastoral regions. The final wool appraisalment, under the wartime acquisition scheme, has been completed, and state production for the 1945-46 season was 267,484 bales, which includes 7,000 bales of skin wools. This compares with a yield of 269,583 bales during the previous season.

Production of Cheese and Condensed Milk Higher

Dairy cattle are showing the effects of limited paddock feed, resulting from excessively wet conditions during July. In some areas, rain fell every day, and the average recording was doubled in some places. Milking herds have been maintained in fair condition where sufficient reserves of hay and fodder were created. Butter production during June, amounting to 754,186 pounds, was 11.9 per cent lower than in the corresponding month last year. Cheese production, amounting to 96,231 pounds, was 91.6 per cent higher, and the production of condensed milk, at 429,635 pounds, was up 24 per cent. Over a period of six months, cheese production was slightly higher than in the same period last year, but that of butter and condensed milk was slightly lower.

The pig market remains firm for bacon weights, with a keener demand materializing for unfinished sorts, slips and weaners.

Supplies of Poultry Inadequate

Supplies of poultry during July were not equal to the demand. Prime birds realized maximum prices, but light and inferior qualities were lower. Egg production is lower than in July, 1945, as the laying season has been delayed. Shortages of meatmeal and of building material have affected the poultry industry.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

116. **St. Vincent**—W. J. Abbott & Co., Ltd., P.O. Box 124, Kingstown, are interested in contacting Canadian manufacturers or suppliers of peanut butter, apples, candies, split peas, hard and soft candles, bloaters, and tinned corn, peas, carrots, beets, pears, cherries and peaches.
117. **Mexico**—L. Berentsen, Valderas 44-411, Mexico D.F., is interested in the purchase and also the representation of the following Canadian goods: Tweeds, serge cloth, cashmere, cotton cloth and shirtings, flannel for pyjamas, bed sheets, crepes, bicycles, bicycle parts and tires, inner tubes, sewing machines, sulphate of quinine, and malt. (File Number: C.E. 255.)
118. **Chile**—Sociedad Cooperativa "La Austral" Ltda., Casilla 384, Punta Arenas, is interested in purchasing the following automobile spares and accessories in Canada: Windscreens wipers, ball bearings, batteries, battery charges, spare parts for hydraulic brakes, brake linings, airbrake linings, airbrake equipment, bulbs for battery charges, bulbs, carburetors, carburetor spares, shock absorber liquid, fire extinguishers, paste for cleaning automobiles, liquid for window cleaning, sponges and chamois leather, automobile clocks, cylinder and piston linings, ventilation belting, radiator hose and other rubber articles, gasoline pump spares, fuses, gear box and differential pinions, glass for lamps, hand greasers, lubricants and greases, radiator ventilators, bumpers, steering wheels, etc., hydraulic jacks, hydrometers, patches and vulcanizing machinery, silencers and escape valves, oil filters, piston rings, upholstery, paints and varnishes, packings, rivets for belting, lamp sets, screw-drivers, signalers, soldering equipment, spark plugs, springs, tires, tire chains, pumps, tools, copper tubing, valves, nuts, bolts, washers, and caps etc. All spare parts are for use on American automobiles. (File Number: 15147.)

Britain Buys Timber from Russia

London, October 2, 1946 (FTS).—Britain has undertaken to furnish the U.S.S.R. with large quantities of manufactures, while the Soviet Government has offered to make 25,000 standards of timber available for shipment to the United Kingdom this season. The price to be paid for this timber, which is said to be softwood of high quality, is £34 a standard.

Discussions between the British Board of Trade and the Soviet trade delegation have resulted in agreement on certain outstanding problems involving the development of closer commercial relations between the two countries.

Minister Will Address Canadian Exporters

Hon. James A. MacKinnon, Minister of Trade and Commerce, will address a joint meeting of the Canadian Exporters' Association and the St. Catharines Chamber of Commerce, in St. Catharines, Ont., on November 7, 1946, featuring "Foreign Trade Day" activities in that city.

Trade and Tariff Regulations

India Cancels Many Import Controls

In pursuance of the policy to relax import trade control progressively, the Government of India, in the *Gazette Extraordinary* of September 12, 1946, removed a number of articles from all import restrictions. Effect has been given to this decision by the issue of a universal open general licence which will enable a person to import all goods specified therein without restriction from any country whatsoever.

Among the items included under the open general licence are: Bacon and ham, not canned or bottled; fish not otherwise specified; potatoes, except seed potatoes; vegetables, all sorts, excluding potatoes, fresh, dried, salted or preserved, not otherwise specified; flour not otherwise specified, excluding rice flour; fodder, bran and pollards; all sorts of animal fats, not otherwise specified, excluding stearine; canned or bottled provisions, not otherwise specified; hides and skins not otherwise specified; books, printed; second-hand or used gunny bags or cloth made of jute; hemp manufactures; second-hand clothing; tiles, other than glass, earthenware or porcelain; zip fasteners; carriages and carts which are not mechanically propelled, not otherwise specified, excluding rubber tires and tubes; farinaceous and patent foods, canned or bottled, excluding milk foods for infants; wood-pulp.

New U.S.A. Import Quota for Potatoes

Washington, D.C., October 17, 1946 (FTS).—Imports from Canada of commodities for which quota provision was made under the Canada-United States Trade Agreement of November, 1938, are indicated in preliminary figures issued by the Treasury Department. A new quota has been established for the import of seed potatoes, and white or Irish potatoes, beginning September 15, 1946. The proportion of the quotas used by Canada up to September 28, 1946, is as follows:

Whole milk—Of the total world quota of 3,000,000 gallons for the calendar year, 7,554 gallons have been used.

Cream—Of the total world quota of 1,500,000 gallons for the calendar year, 1,947 gallons have been used.

Filletted fish, fresh or frozen: cod, haddock, hake, pollock, cusk and rosefish—The world quota of 20,380,724 pounds has been filled.

Seed potatoes—Of the newly established world quota of 1,500,000 bushels, as from September 15, 1946, three bushels have been imported from Canada.

White or Irish potatoes, other than seed potatoes—Of the newly established world quota of 1,000,000 bushels, as from September 15, 1946, imports from Canada amounted to 1,245 bushels.

Red cedar shingles—Of the world quota of 1,396,423 squares for the calendar year, imports from Canada totalled 1,062,702 squares, or 76.1 per cent.

Silver or black foxes, furs and articles—Of the world quota of 67,012, established for the period May 1 to November 30, 1946, imports totalled 26,018, but there is no indication of the proportion originating in Canada.

Tails—The quota is 5,000 pieces for the year, commencing December 1, 1945, but none has been imported from Canada.

Reductions in duty from the 1930 Tariff Act were published in the *Commercial Intelligence Journal* on July 13, 1946.

Postal Information

Mail Service to Japan Resumed

Effective immediately, a restricted mail service for postcards and gift parcels is resumed to Japan. This service extends only to the Islands of Honshu, Kyushu, Shikoku and Hokkaido. There is no airmail, registration or money-order service. Postcards are restricted to messages of a personal or family nature written in English, Chinese, Japanese, French, Korean, Russian or Spanish. The postage rate is 3 cents each.

Gift parcel post to Japan is subject to the following conditions: weight not to exceed 11 pounds; value not to exceed \$25; service limited to private citizens; one person may send two parcels per week to different addresses; must not contain items of a commercial nature; cannot be insured. Parcel post rates run from 25 cents for one pound to \$2.85 for 11-pound parcels. Undeliverable parcels will be turned over to authorized Japanese relief agencies and will not be returned to sender.

Domestic Parcel Post Rates Effective in China

The Postal Administration of China has advised that, owing to the abnormal cost of transportation in that country under present conditions, postage at the domestic parcel post rate is being levied as a temporary measure on parcels to or from China, with the exception of Shanghai and Canton, and collected from the addressees or senders in China. This surcharge collected in China will not affect the rates applicable in Canada on parcels to that country, which remain unchanged.

Gift Packages Accepted for Italy

Gift packages, weighing not more than 4 pounds 6 ounces, prepaid at the letter rates of 5 cents for the first ounce and 3 cents for each additional ounce, may be sent to Italy. Registration is available. Contents of such parcels are restricted by the Italian authorities to the following articles: Articles of medicine, prepared to be used directly in personal treatment; food products, including coffee; articles of clothing, including footwear; soap; dentifrices; cereals; our; foodfl pastes and dried vegetables.

Direct Parcel Post Service to Belgium Resumed

Direct parcel post service from Canada to Belgium and Holland has been resumed, and parcels up to 20 pounds may be despatched by direct steamship, as well as via the United Kingdom, subject to the conditions at present in effect for parcels to these countries. While the direct parcel post service to these destinations is less costly than via the United Kingdom, it should be borne in mind by shippers that sailings are irregular.

Service to Burma via Hong Kong Suspended

Parcel post service to Burma via Hong Kong is temporarily suspended. Parcels weighing up to 20 pounds may, however, be sent via England. Rates are scaled from 60 cents for one pound up to \$4.25 for parcels weighing between 15 and 20 pounds.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.

Calgary—Board of Trade.

Edmonton—Can. Manufacturers' Association.

Guelph—Board of Trade.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Kelowna—Board of Trade.

Kitchener—Chamber of Commerce.

Montreal—Montreal Board of Trade.

Quebec City—Board of Trade.

St. Catharines—Chamber of Commerce.

Saint John—Board of Trade.

Toronto—Can. Manufacturers' Association.

Vancouver—Can. Manufacturers' Association.

Vernon—Board of Trade.

Victoria—Dept. of Trade and Industry.

Welland—Board of Trade.

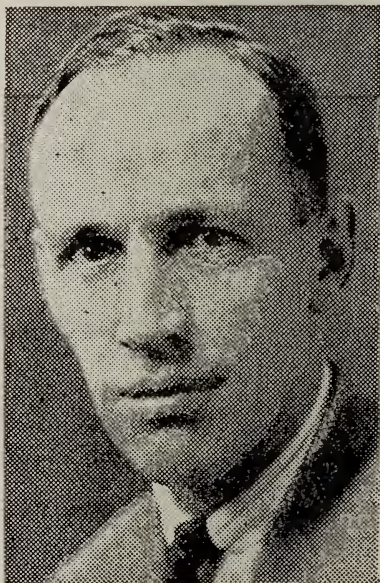
Winnipeg—Can. Manufacturers' Association.

J. C. Depocas, formerly trade commissioner at Buenos Aires, where his territory included Uruguay and Paraguay, commenced his Canadian tour in Fredericton, N.B., on September 9. On the conclusion of his tour, Mr. Depocas will open a new office of the Trade Commissioner Service at Sao Paulo, Brazil.

Paul Sykes, of Ottawa, formerly Canadian Trade Commissioner in Bombay, has been appointed Canadian Trade Commissioner in Singapore. His territory will include the Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo and the Netherlands East Indies. He will resume his Canadian tour in Toronto on November 4, and will proceed to his new post on its conclusion.

K. F. Noble, formerly trade commissioner at Sydney, where his territory included the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies, commenced his Canadian tour in Ottawa on August 22. On the conclusion of his tour, Mr. Noble will take up the post of trade commissioner at Hong Kong.

Richard Grew, recently appointed trade commissioner at Bombay, will take up this post on the conclusion of his Canadian tour. His territory will include Burma and Ceylon. Mr. Grew was formerly trade commissioner at Cairo.



Their itineraries are as follows—

J. C. Depocas

(Appointed Trade Commissioner at São Paulo)

Kitchener—October 28.

Guelph—October 29.

Winnipeg—November 1-2.

Vancouver—November 5-14.

Victoria—November 5-14.

Toronto—November 19-22.

K. F. Noble

(Appointed Trade Commissioner at Hong Kong)

Edmonton—October 28.

Calgary—October 29.

Trail—November 5.

Vancouver—November 7-19.

Victoria—November 20-21.

Richard Grew

(Appointed Trade Commissioner at Bombay)

St. Catharines—October 28.

Welland—October 29.

Brantford—October 30.

Toronto—October 31-November 12.

Montreal—November 13-26.

Paul Sykes

(Appointed Trade Commissioner at Singapore)

Toronto—November 4-9.

Montreal—November 12-16.

Winnipeg—November 26.

Calgary—November 28.

Vernon—November 29.

Kelowna—November 30.

Vancouver—December 2-14.

Edmonton—December 17.

Richard Grew Posted to Bombay

Richard Grew, until recently Canadian Trade Commissioner in Cairo, Egypt, has been appointed Canadian Trade Commissioner in Bombay, to which he will proceed early in the New Year, on conclusion of his present Canadian tour. Mr. Grew was born in Newtonville, Mass., but was brought to Canada at an early age. He was educated at the Ottawa Collegiate Institute, and graduated from the University of Toronto, where he specialized in political science.

Mr. Grew joined the Trade Commissioner Service in 1925, and was posted to Kobe, Japan, in December, 1926. He was transferred to Calcutta in March, 1929, and was promoted trade commissioner in charge of the office the following year. Mr. Grew returned to Kobe several months later, and in May, 1931, became trade commissioner at Toyko.

Oslo, Norway, was his headquarters between March, 1936, and May, 1940, when that country was invaded. He fled with Mrs. Grew, but they were captured and interned by the Germans. Two years later they were released, and proceeded to Cairo, where Mr. Grew assumed responsibility for the office in Egypt, with jurisdiction over Canadian commercial activities in the Middle East.

Canada's Foreign Trade Subject of Twenty-nine Talks

Canada's foreign trade will be the subject of twenty-nine addresses delivered in the Toronto area during "Foreign Trade Week", from November 3 to 9, 1946. Fourteen of these will be to students in secondary schools, where the external trade promotional scheme—"ONE-THIRD OF YOUR DOLLAR"—will be explained and developed. Public attention will be directed by members of the Canadian Exporters' Association to the importance of external trade and advantages to be secured from expanding domestic markets into the foreign field. The association will hold its annual meeting in Toronto on Friday, November 8.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship operators and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Montreal

*Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques..	October 28	<i>Empire Cougar</i>	Elder Dempster
Lourenco Marques..	November 1-9	<i>Fort Grant</i>	Elder Dempster
Lourenco Marques..	November 21	<i>Cambray</i>	Elder Dempster
Africa-South—			
Cape Town.....	October 28 November 1-9 November 21	<i>Empire Cougar</i> <i>Fort Grant</i> <i>Cambray</i>	Elder Dempster
Port Elizabeth.....			Elder Dempster
East London.....			Elder Dempster
East London.....			Elder Dempster
Durban.....			
Argentina—			
Buenos Aires.....	November 1	<i>White Swallow</i>	Montreal Shipping
Buenos Aires.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Australia—			
Brisbane.....	November 11-21	<i>City of Sydney</i>	M.A.N.Z. Line
Sydney.....			
Melbourne.....			
Adelaide.....			
Brisbane.....	Oct. 28-Nov. 5	<i>Hesperia</i>	M.A.N.Z. Line
Sydney.....			
Melbourne.....			
Belgium—			
Antwerp.....	October 30	<i>Grey County</i>	Canada Steamships
Antwerp.....	November 1	<i>Rutenfiell</i>	Brock Shipping
Antwerp.....	November 1-7	<i>Marchcape</i>	March Shipping
Antwerp.....	November 7-14	<i>Mont Sandra</i>	Montreal Shipping
Antwerp.....	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited
Antwerp.....	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	November 14-16	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	November 20	<i>Beaconsfield</i>	Cunard White Star
Brazil—			
Rio de Janeiro.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Santos.....			
British Honduras—			
Belize.....		A Ship	Saguenay Terminals

Departures from Montreal—*Con.*

Destination	Loading Date	Vessel	Operator or Agent
Ceylon— Colombo.....	November 7	<i>Tapti</i>	McLean Kennedy
China— Shanghai.....	November 15	<i>City of Lyons</i>	McLean Kennedy
Colombia— Barranquilla.....	.....	A Ship	Saguenay Terminals
Costa Rica— Port Limon.....	.....	A Ship	Saguenay Terminals
Cuba— Havana.....	.....	A Ship	Saguenay Terminals
Curaçao.....	.....	A Ship	Saguenay Terminals
Egypt— Alexandria.....	November 7	<i>Tapti</i>	McLean Kennedy *
Eire— Dublin..... Dublin..... Dublin..... Dublin..... Dublin.....	October 28 November 5 November 14 November 18 November 20	<i>Lord O'Neill</i> <i>Irish Poplar</i> <i>Lord Glentoran</i> <i>Irish Hazel</i> <i>Torr Head</i>	McLean Kennedy Shipping Limited McLean Kennedy Shipping Limited McLean Kennedy
France— Channel Ports.....	.....	A Ship	Montreal Shipping
Germany— Hamburg..... Hamburg..... Hamburg.....	October 20-28 November 1-7 November 7-14	<i>Marchdale</i> <i>Marcheape</i> <i>Mont Sandra</i>	March Shipping March Shipping Montreal Shipping
Greece— Piræus.....	October 27-30	<i>Mont Rolland</i>	Montreal Shipping
Guatemala— Puerto Barrios.....	.....	A Ship	Saguenay Terminals
Holland— Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Amsterdam.....	October 20-28 October 30 November 1 November 1-7 November 7-14 November 13-15 November 13-16 November 14-16 November 20	<i>Marchdale</i> <i>Grey County</i> <i>Rulensjell</i> <i>Marcheape</i> <i>Mont Sandra</i> <i>Prins Willem Van Orange</i> <i>Prins Willem IV</i> <i>Prins Maurits</i> <i>Beaconsfield</i>	March Shipping Canada Steamships Brook Shipping March Shipping Montreal Shipping Shipping Limited Shipping Limited Cunard White Star
Hong Kong	November 15	<i>City of Lyons</i>	McLean Kennedy
India— Karachi..... Bombay..... Madras..... Calcutta.....	November 7	<i>Tapti</i>	McLean Kennedy
Mediterranean— Central and Western Areas... }	November 3 November 10	<i>Mont Rolland</i> A Ship	Montreal Shipping Montreal Shipping
Mexico— Vera Cruz.....	.....	A Ship	Canadian National
Morocco— Casablanca..... Casablanca.....	November 3 November 10	<i>Mont Rolland</i> A Ship	Montreal Shipping Montreal Shipping
Newfoundland— St. John's.....	October 25-26	A Ship	Shaw Steamships

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator or Agent
Newfoundland—Con.			
St. John's.....	October 26-28	<i>Elgin</i>	Furness Withy
St. John's.....	November 12	<i>Blue Peter II</i>	Montreal Shipping
Corner Brook.....	.....	A Ship	Clarke Steamships
New Zealand—			
Auckland.....	November 6-16	<i>Samingoy</i>	M.A.N.Z. Line
Wellington.....			
Lyttleton.....			
Dunedin.....			
Northern Ireland—			
Belfast.....	October 28	<i>Lord O'Neill</i>	McLean Kennedy
Belfast.....	November 17	<i>Fanad Head</i>	McLean Kennedy
Norway.....	November 1.....	<i>Rutenfjell.....</i>	Brock Shipping
Panama—			
Cristobal.....	.....	A Ship	Saguenay Terminals
Philippines—			
Manila.....	November 15	<i>City of Lyons</i>	McLean Kennedy
Portugal			
Lisbon.....	November 3	<i>Mont Rolland</i>	Montreal Shipping
Lisbon.....	November 10.....	A Ship	Montreal Shipping
Puerto Rico—			
San Juan.....	.....	A Ship	Saguenay Terminals
San Domingo—			
Ciudad Trujillo.....	.....	A Ship	Saguenay Terminals
Scandinavia—			
Baltic Ports.....	October 30	<i>Laholm</i>	Swed. Amer. Mexico
Baltic Ports.....	November 30	<i>Sparreholm</i>	Swed. Amer. Mexico
United Kingdom—			
Avonmouth.....	October 26	<i>Empire Merganser</i>	Furness Withy
Avonmouth.....	October 26-28	<i>Montreal City</i>	Furness Withy
Avonmouth.....	November 20	<i>Dorelian</i>	Cunard Donaldson
Bristol.....	October 26	<i>Empire Merganser</i>	Furness Withy
Bristol.....	October 26-28	<i>Montreal City</i>	Furness Withy
Glasgow.....	November 5	<i>Delilian</i>	Donaldson Atlantic
Glasgow.....	November 18	<i>Gracia</i>	Donaldson Atlantic
Hull.....	November 10	<i>Bassano</i>	McLean Kennedy
Leith.....	November 2	<i>Cairnavon</i>	Cairn-Thomson
Liverpool.....	October 28	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool.....	Oct. 29-Nov. 2	<i>Bayano</i>	Donaldson Atlantic
Liverpool.....	Oct. 31-Nov. 6	<i>Port Sydney</i>	Donaldson Atlantic
Liverpool.....	November 14	<i>Lord Glentoran</i>	McLean Kennedy
Liverpool.....	November 13-19	<i>Fort Musquarro</i>	Donaldson Atlantic
Liverpool.....	November 17	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	November 19	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	November 20	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	November 21-25	<i>Cavina</i>	Donaldson Atlantic
London.....	October 26	<i>Tortuguero</i>	Canadian Pacific
London.....	October 30	<i>Fort Spokane</i>	Cunard White Star
London.....	November 1	<i>Rutenfjell</i>	Brock Shipping
London.....	November 3-9	<i>Hillcrest Park</i>	Donaldson Atlantic
London.....	November 9	<i>Beaverlake</i>	Canadian Pacific
London.....	November 15	<i>Beaverdell</i>	Canadian Pacific
London.....	November 20	<i>Beaverglen</i>	Canadian Pacific
Manchester.....	November 7	<i>Manchester Commerce</i>	Furness Withy
Manchester.....	November 14	<i>Manchester City</i>	Furness Withy
Manchester.....	November 21	<i>Manchester Port</i>	Furness Withy
Manchester.....	November 27	<i>Manchester Trader</i>	Furness Withy

Departures from Montreal—*Conc.*

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
<i>Con.</i>			
Newcastle.....	November 2	<i>Cairnavon</i>	Cairn-Thomson
Uruguay—			
Montevideo.....	November 1	<i>White Swallow</i>	Montreal Shipping
Montevideo.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Venezuela—			
Maracaibo.....		A Ship	Saguenay Terminals
West Indies—			
Antigua.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
Antigua.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Antigua.....	November 15-22	† <i>Chomedy</i>	Canadian National
Antigua.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Barbados.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
Barbados.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Barbados.....	November 15-22	† <i>Chomedy</i>	Canadian National
Barbados.....	November 15-22	<i>Alcoa Pegasus</i>	Alcoa Steamships
Barbados.....	November 22-24	† <i>Lorne Park</i>	Canadian National
Bermuda.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
Bermuda.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Bermuda.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
British Guiana.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
British Guiana.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
British Guiana.....	November 15-22	† <i>Chomedy</i>	Canadian National
British Guiana.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
British Guiana.....	November 22-24	† <i>Lorne Park</i>	Canadian National
Dominica.....	November 22-24	† <i>Lorne Park</i>	Canadian National
Grenada.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
Grenada.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Grenada.....	November 15-22	† <i>Chomedy</i>	Canadian National
Grenada.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Guadeloupe.....		A Ship	Saguenay Terminals
Jamaica.....		A Ship	Canadian National
Martinique.....		A Ship	Saguenay Terminals
Montserrat.....	November 22-24	† <i>Lorne Park</i>	Canadian National
Nassau.....		A Ship	Canadian National
St. Kitts.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
St. Kitts.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
St. Kitts.....	November 15-22	† <i>Chomedy</i>	Canadian National
St. Kitts.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
St. Lucia.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
St. Lucia.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	November 22-24	† <i>Lorne Park</i>	Canadian National
St. Vincent.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
St. Vincent.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
St. Vincent.....	November 15-22	† <i>Chomedy</i>	Canadian National
St. Vincent.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
Trinidad.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Trinidad.....	November 15-22	† <i>Chomedy</i>	Canadian National
Trinidad.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	November 22-24	† <i>Lorne Park</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the foregoing table, the following departures are listed by operators:—

Destination	Loading Date	Vessel	Operator or Agent
Iceland— Reykjavik.....		A Ship	F. K. Warren Ltd.
Newfoundland— St. John's..... St. John's..... St. John's.....	 October 26 Oct. 29–Nov. 1 November 15–18	 <i>Savoy</i> <i>Fort Townshend</i> <i>Fort Amherst</i>	 Furness Withy Furness Withy Furness Withy
United Kingdom— Liverpool..... Liverpool..... Liverpool..... Southampton.....	 October 29 November 4 November 16 	 <i>Celtic Star</i> <i>Scythia</i> <i>Pacific Enterprise</i> A Ship	 Furness Withy Cunard White Star Furness Withy Cunard White Star
West Indies— Bermuda.....	 November 5–8	 <i>Fort Townshend</i>	 Furness Withy

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, loading berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Laurencio Marques..		A Ship	North Pacific Shipping
Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban.....		A Ship	Dingwall Cotts
Cape Town..... Durban.....		A Ship	North Pacific Shipping
Argentina— Buenos Aires..... Buenos Aires..... Buenos Aires.....	 October 31 Early November Early December	 <i>Fisk Victory</i> A Ship <i>Hardanger</i>	 Balfour Guthrie Empire Shipping Empire Shipping
Australia— Brisbane..... Sydney..... Melbourne.....	 Late October Late November	 <i>Suva</i> <i>Lautoka</i>	 W. R. Carpenter W. R. Carpenter
Sydney..... Melbourne.....	 November 1 November 3	 <i>Waitemata</i> <i>Yarrowonga</i>	 Canadian Australasian Empire Shipping
Sydney.....	November 27	<i>Wanganella</i>	Canadian Australasian
Brazil— Rio de Janeiro..... Recife.....	 October 31	 <i>Fisk Victory</i>	 Balfour Guthrie
Burma— Rangoon.....		A Ship	Dingwall Cotts
China— Shanghai..... Shanghai.....	 Mid-November Mid-December	 <i>Roseville</i> <i>Mongabarra</i>	 Balfour Guthrie Empire Shipping
Shanghai..... Taku Bar.....	 Early November	 <i>Vingnes</i>	 Empire Shipping

Departures from Vancouver—*Conc.*

Destination	Loading Date	Vessel	Operator or Agent
Colombia— Cartegena.....	October 31	<i>Fisk Victory</i>	Balfour Guthrie
Curaçao.....	October 31	<i>Fisk Victory</i>	Balfour Guthrie
Egypt— Alexandria.....	Late November	<i>Socrates</i>	Empire Shipping
France— North Coast.....	October 26	<i>Capitaine Lacooley</i>	Empire Shipping
North Coast.....	November	A Ship	Empire Shipping
North Coast.....	December	A Ship	Empire Shipping
Greece— Piræus.....	Late November	<i>Socrates</i>	Empire Shipping
Hawaii— Honolulu.....	.....	A Ship	Dingwall Cotts
Hong Kong.....	Mid-November	<i>Roseville</i>	Balfour Guthrie
India— Bombay.....	October 26	<i>Silverlarch</i>	Dingwall Cotts
Italy— Genoa.....	Late November	<i>Socrates</i>	Empire Shipping
Mexico.....	.....	A Ship	Gardner Johnson
Netherlands Indies..	October 26	<i>Silverlarch</i>	Dingwall Cotts
New Zealand— Auckland.....	November 1	<i>Waitemata</i>	Canadian Australasian
Wellington.....			
Auckland.....	.....	A Ship	Canadian Australasian
Wellington.....			
Lyttleton.....	.....	.....	.....
Auckland.....	November 27	<i>Wanganella</i>	Canadian Australasian
Palestine— Haifa.....	Late November	<i>Socrates</i>	Empire Shipping
Philippines— Cebu.....	October 26	<i>Silverlarch</i>	Dingwall Cotts
Iloilo.....	Mid-November	<i>Roseville</i>	Balfour Guthrie
South Africa.....	.....	A Ship	Canadian Transport
South America— East Coast.....	.....	A Ship	Balfour Guthrie
South Sea Islands— Papeete.....	November 1	<i>Waitemata</i>	Canadian Australasian
Suva.....	November 27	<i>Wanganella</i>	Canadian Australasian
Straits Settlements..	October 26	<i>Silverlarch</i>	Dingwall Cotts
Sweden.....	.....	A Ship	Gardner Johnson
United Kingdom— Glasgow.....	.....	A Ship	Donaldson Line
Liverpool.....	.....	A Ship	Furness Pacific
London.....	.....	A Ship	Furness Pacific
Uruguay— Montevideo.....	.....	A Ship	Balfour Guthrie
Venezuela— Puerto Cabello.....	October 31	<i>Fisk Victory</i>	Balfour Guthrie
West Indies— Jamaica.....	.....	A Ship	Canada Shipping
Trinidad.....	.....	A Ship	Balfour Guthrie

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in making shipments to countries outside the sterling area, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations Oct. 14	Nominal Quotations Oct. 21
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2458	.2445
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0541	.0541
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
China.....	Dollar	....	.0003	.0003
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2084
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupce	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3770	.3770
Netherlands East Indies.....	Florin	....	.3766	.3766
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2785	.2785
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0035	.0035
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5983).

Commodity Officers—

Foods—

Live stock and products, fish and products, H. A. Gilbert (2380).

Plants and products, G. F. Clingan (7523).

Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals—

Iron and steel products, E. L. Smith (4082).

Non-ferrous metals and non-metallic minerals, A. M. Tedford (6974).

Chemicals and allied products, S. G. Barclay (7886).

Machinery and industrial equipment, C. J. Gardner (4082).

Electrical machinery and equipment, A. S. MacRae (7601).

Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber—

Textiles and apparel, G. R. Poley and J. U. Curtis (3004).

Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper—

Wood and products, G. H. Rochester (6974).

Paper and products, E. Clarke and N. R. Chappell (6974).

General Products—

General products, W. H. Grant (3209).

Miscellaneous products, P. G. Jones (4160).

Durable consumer-goods, W. H. Grant (3209).

Token Shipments to U. K.—W. H. Black (5983).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417); Assistant Director, C. F. McGinnis (7163).

Raw Materials Section—Chief, C. F. McGinnis (7163); (Supply Research), A. C. Fairweather (6905), P. E. Jensen (6958), and M. C. Hughes (6958); (Trade Controls), W. G. Hopkins (6552).

Manufactured Goods Section—H. B. Scully and G. C. Clarke (6519).

Trade Services Directory—A. J. Langdon (6905).

Canadian Importers' Directory—Miss M. E. Adams (6552).

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5830).

Commercial Relations Division—Director, H. R. Kemp (5151); Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819).

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, Chief, S. L. Tilley (6588).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in thirty-three British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA (5091).

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—Excredcorp (2-4828).

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries (7818).

Canadian Trade Commissioners

The title, **Canadian Government Trade Commissioner**, should be used in addresses of letters, except where otherwise indicated. Cable address:—
Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

E. H. MAGUIRE, Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).
Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.1.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgian Congo

L. H. AUSMAN. Address for letters, Hotel Regina, Leopoldville.

Territory includes Kenya, Uganda, Tanganyika, Angola, and French Equatorial Africa.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrôpole, 7th Floor, Av. Presidente Wilson 165.

W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Caixa Postal 2164, Rio de Janeiro.

British Malaya

ARTHUR WILDING, Canadian Commercial Agent. Address for letters—Room D-2, Union Building, Singapore.

Territory includes Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo, and Netherlands India.

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building.

Territory includes Bolivia.

China

Acting Trade Commissioner, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523.

Territory includes Republic of Panama and the Canal Zone.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.

Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

R. CAMPBELL SMITH (Acting). Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Guatemala

C. B. BIRKETT. Address for letters—P.O. Box 400, Guatemala City.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

C. R. GALLOW (Acting). Address for letters—P.O. Box 126.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

Canadian Trade Commissioners

Ireland

E. L. McCOLL and H. L. E. PRIESTMAN, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—Casella Postule 475, Rome.

Territory includes Czechoslovakia, Malta, Yugoslavia, and Libya.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 1660, Wellington.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plads 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands, and Gibraltar.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, and Nyasaland.

Cable address, *Cantracom*.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province, Orange Free State and South West Africa, Mauritius, and Madagascar.

Cable address, *Cantracom*.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, *Canadian Stockholm*.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, *Sleighing, London*.

London: R. P. BOWER, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia, and British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, *Sleighing, London*.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, *Canfrucum*.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, *Agriilon*.

London: R. D. ROE, Commercial Secretary for Canada (Timber Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, *Sleighing, London*.

Liverpool: Acting Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, *Cantracom*.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, *Cantracom*.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—8° Piso, Edif. America, Esq., Veroes, Caracas.

Territory includes Netherlands West Indies.

Commercial Intelligence Journal

Vol. LXXV

OTTAWA, NOVEMBER 2, 1946

No. 2231



NOTICE TO SUBSCRIBERS

Subscribers are requested to renew their subscriptions to the *Commercial Intelligence Journal* on receipt of a notice from the King's Printer, Government Printing Bureau, Ottawa. Renewal notices will be mailed to subscribers four weeks prior to the expiry date of their subscriptions. If no reply has been received by this date, the name of the subscriber will be removed from the mailing list on the assumption that he no longer wishes to receive this publication.

The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

Material contained in the *Commercial Intelligence Journal* may be reprinted in whole or in part, with or without credit, though some acknowledgment would be appreciated.

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, NOVEMBER 2, 1946

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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Summary of Service to Traders (Inside Back Cover)	

COVER SUBJECT—Guardians of Canada's seaborne commerce, 2,095 light-houses and light stations along the Atlantic and Pacific Coasts, on Hudson Bay and Hudson Strait, the Great Lakes, St. Lawrence River and other navigable waterways nightly flash their beams as a warning to vessels that might venture too close inshore. They welcome mariners inbound with raw materials for Canadian industries and consumer goods for the Canadian housewife, and extend a final farewell to those destined for distant corners of the world with Canadian manufactures and products of Canadian fields, forests and streams. These structures, which frequently withstand the buffeting of ocean billows, symbolize the foreign trade of Canada and the economic blows to which it is periodically subjected. Lighthouse keepers, of whom there are 1,132 in the marine services, maintain a lonely vigil, but their efforts are appreciated by those who go down to the sea in ships.

Air Mail Rates Are Substantially Reduced to Many Countries

Postage to United Kingdom and Continental Europe now 15 cents per quarter ounce, and 10 cents per quarter ounce to republics in South and Central America, Bermuda, the West Indies, British Guiana, Mexico and Cuba—New schedule should stimulate trade.

Substantial reductions in air mail rates, effective November 1, 1946, should stimulate the exchange of correspondence between Canadian firms and their agents in Asia, Africa, the Antipodes, Europe and Latin America. Postage on letters addressed to Argentina, Bolivia, Brazil, Chile, Paraguay and Uruguay has been halved, a reduction having been made from 20 cents to 10 cents for each quarter ounce. The rate to Colombia has been cut from 25 cents to 10 cents per quarter ounce, while that for letters mailed to Ecuador, French Guiana, Netherlands Guiana, Peru and Venezuela has been lowered from 15 cents to 10 cents per quarter ounce.

Postage to China Cut to Twenty-five Cents

The revival of trade with China and Manchuria will be assisted by a reduction of the air mail rate from 60 cents to 25 cents for each quarter ounce. Provision has also been made for a reduction in the minimum rate on letters addressed to Great Britain and Northern Ireland, Eire, Continental Europe, Africa, Asia, other than China, the Antipodes and South Sea Islands, Hawaii, Guam and the Philippines. While, in the majority of cases, the same basic rate remains in effect, the minimum weight has been lowered from one-half ounce to one-quarter ounce. Material benefits will accrue, therefore, to those members of the commercial community using light-weight paper for their letters. It is maintained that the large proportion of correspondence can be contained within the minimum, and that every possible advantage should be passed on to the public.

Fifteen-cent Rate to United Kingdom

According to the new schedule, announced recently by the Post Office Department, letters may be mailed to the United Kingdom for as little as fifteen cents, provided they weigh no more than one-quarter ounce. This is only five cents in excess of the previous and prevailing rate of ten cents for Canada air letters. The same rate has been placed in effect for mail carried to Continental Europe, including the Azores, Corsica, Crete, the Dodecanese Islands, Gibraltar, Iceland and Malta.

Asia, Africa and Antipodes Benefit

Letters may be sent to all sections of Africa, from Egypt and Morocco on the north to South Africa, Mauritius and the Seychelles on the south for no more than 25 cents, which compares with the former rate of fifty cents for each half ounce. This also applies to points in Asia, from Palestine and Lebanon in the northwest, through Iraq, Iran, India and Burma to the Straits Settlements, Sarawak and North Borneo in the southeast. Australia, New Zealand, the Banks Islands, Cook Islands, Fanning Islands, Fiji, Gilbert and Ellice Islands, New Caledonia, New Hebrides, Solomon Islands and Tonga, to mention only a few, enjoy similar reductions. For

twenty-five cents, a letter may be sent to any of these distant parts of the globe, carrying information that may result in a substantial increase in the exchange of commodities.

No Change to West Indies and Central America

There is a slight reduction in the rate on letters flown from Canada to the United States, this having been lowered from six to five cents per ounce after the first ounce. There is no change in the air mail rate on letters addressed to Bermuda, the West Indies, British Guiana, Mexico, Cuba and Central America, including the Panama Canal Zone, this remaining at 10 cents per quarter ounce.

Canada Air Letters may be sent to the United Kingdom for ten cents each, and to those countries designated on the following list by an asterisk at 15 cents each. No registration service is available, however.

AIR MAIL RATES

(Effective 1st November, 1946)

Postage Includes Fees for all Air Mail Services Available

Any Place In

Canada and Newfoundland	7c first ounce
United States	5c each ounce after 7c first ounce
Great Britain and Northern Ireland, Eire	5c each ounce after
Air service in Canada only	7c first ounce
Including Trans-Atlantic air conveyance	5c each ounce after
Europe (including Azores, Corsica, Crete, Dodecanese Islands, Gibraltar, Iceland and *Malta)	15c each quarter ounce
By surface route to England, thence onward by air.....	10c each ounce
Including Trans-Atlantic air conveyance.....	15c each quarter ounce
Bermuda, West Indies, British Guiana, Mexico, Cuba and Central America (including Panama Canal Zone).....	10c each quarter ounce
South America—	
Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Netherlands Guiana, Paraguay, Peru, Uruguay and Venezuela	15c each quarter ounce.
Hawaii	25c each quarter ounce
Guam	
Philippines	25c each quarter ounce
*China (including Manchuria)	
Africa—	25c each quarter ounce
Algeria, *Anglo-Egyptian Sudan, *Belgian Congo, *British Somaliland, *British Togo, *British Cameroons, Canary Islands, Cape Verde Islands, *Cyrenaica, Dahomey, *Egypt, *Eritrea, *Ethiopia, French Cameroons, French Equatorial Africa, French Guinea, French Somaliland, French Sudan, French Togo, *Gambia, *Gold Coast, Ivory Coast, *Kenya and Uganda, *Liberia, Madagascar, Madeira, Mauritania, *Mauritius, Morocco, Niger, *Nigeria, *Northern Rhodesia, *Nyasaland, *Portuguese East Africa, *Portuguese West Africa, Reunion, Senegal, *Seychelles, *Sierra Leone, *Somalia, *South Africa, *Southern Rhodesia, *Spanish Guinea, *Tanganyika, *Tripolitania, Tunisia, *Zanzibar.	
Asia—	25c each quarter ounce
*Aden, *Afghanistan, *Brunei, *Burma, *Ceylon, *Cyprus, French Indo-China, *Hong Kong, *India, *Iran, *Iraq, Korea, *Lebanon, Macao, *Malay States, Netherlands East Indies, *North Borneo, *Palestine, *Persian Gulf (Bahrein, Dubai, Sharja, Kuwait, Muscat), Portuguese Timor, *Sara- wak, *Saudi Arabia, *Siam, *Straits Settlements, *Syria, *Tibet, *Transjordan.	
Oceania—	25c each quarter ounce
*Australia, *Banks Islands, *Cook Islands, *Fanning Island, French Settlements of Oceania, *Fiji, *Gilbert and Ellice Islands, *Nauru, New Caledonia, *New Guinea, *New Hebrides, *New Zealand, *Norfolk Island, *Papua, *Samoa, *Solomon Islands, *Tonga.	

Canadian Credits Stimulate Sales To Nine Customer Countries

Financial arrangements reflected in substantial increases in exports during first nine months of 1946—Value of shipments one billion dollars higher than average for five prewar years—Prewar purchases by Latin America trebled this year.

By D. H. Fullerton, Research and Development, Dominion Bureau of Statistics

Exports of Canadian produce during the first nine months of the current calendar year were valued at \$1,663,944,063, which is more than one billion dollars in excess of the average value of shipments to foreign countries in the five prewar years. Exports to Latin America are over three times the prewar level, and steadily increasing. Those to Great Britain and the United States are lower in value than in 1945 and other war years, but considerably higher than in corresponding periods prior to the outbreak of hostilities in 1939.

Credits Assist In Rehabilitation

Substantial increases in the value of exports to seven countries receiving loans from Canada under the Export Credits Insurance Act reflect results of the financial arrangements. These enable the governments concerned to purchase Canadian commodities, and assist materially in the rehabilitation of territory that suffered extensive damage during the war. Shipments to these countries are many times greater than were made in any one year immediately preceding the outbreak of hostilities, as indicated in the following table.

Exports to Countries in Receipt of Canadian Loans

	Amount of loan under E.C.I.A.	Jan.- Sept. 1946	Jan.- Sept. 1945	Jan.- Dec. 1937-39
		(Millions of Dollars)		
Belgium	100.0	54.9	18.4	11.3
China	60.0	29.4	0.4	3.2
Czechoslovakia	19.0	9.2	3.6	1.4
France	242.5	54.9	48.0	8.2
Netherlands	125.0	25.4	18.6	10.0
Netherlands East Indies ..	15.0	5.0	0.2	0.9
Norway	30.0	14.5	4.8	8.3

Mention should also be made of a loan to the U.S.S.R., under the Export Credits Insurance Act, for \$3,000,000, though purchases by the Soviet from Canada during the first nine months of this year are more than five times that figure. Exports for this period amount to \$16.7 millions in value, which compares with \$45.9 millions in the corresponding period last year. This total is far in excess of the average for three prewar years (1937-1939), which amounted to \$600,000. It will be recalled that a substantial loan has also been made by Canada to the United Kingdom, which enables that country to make large purchases of foodstuffs and manufactured products from this country.

Value of Exports to Latin America at Peak

The aggregate value of Canadian exports to Latin American countries during the first nine months of 1946 exceeds all previous figures, being 60 per cent higher than the value of shipments made in the corresponding period last year, and three times the twelve-month average for 1937-39. For purposes of analysis, Latin America has been divided into two geographical

areas in the table below. The following countries are listed in South America: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay and Venezuela, making a total of ten. The following countries are listed in Central America: Costa Rica, Cuba, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama, Salvador and San Domingo, making a further total of ten.

Canadian Exports to Latin America

	Jan.-Sept. 1946	Jan.-Sept. 1945	Jan.-Dec. 1937-39
	(Millions of Dollars)		
South America	45.4	26.9	15.0
Central America	17.3	12.1	5.6

U.K. and U.S.A. Canada's Best Customers

Canadian exports to the United States and Great Britain, her two best customers, indicate a decrease for the first nine months of this year, compared with the corresponding period in 1945, due to the cessation of shipments of war supplies. The figures for this year are substantially higher, however, than the 1937-39 average, as indicated in the following summary:

Canadian Exports to United States and U.K.

	Jan.-Sept. 1946	Jan.-Sept. 1945	Jan.-Dec. 1937-39
	(Millions of Dollars)		
United States	615.8	918.4	346.9
United Kingdom	432.6	788.2	357.9

Prewar Average Figures Surpassed By Wide Margin

Exports of Canadian produce for the month of September amounted to a value of \$169,779,461, compared with \$220,810,156 during the corresponding period last year. Shipments for the first nine months of this year totalled \$1,663,944,063 in value, as previously mentioned, which compares with \$2,516,965,859 for the same period last year. In dollar value, the 1946 figure is higher by \$1,050 millions than the 1935-39 average for the comparable period. While it is lower by \$853 millions than the aggregate for the first nine months of 1945, this is accounted for by a decrease of \$987 millions in the shipment of war materials.

September Shipments Declined

September exports show a considerable drop from the peacetime record of \$243 millions, established in the preceding month. This decrease was widely distributed, both as to commodity and to country of destination. Exports to the United Kingdom declined by \$17.6 millions, as the abnormally high volume of August shipments of bacon, cheese and base metals was not maintained. Exports in September to Belgium were lower by \$10 millions, due largely to the fact that a special shipment of railway cars and locomotives was recorded in the August figures. The only other items showing a decline of any magnitude were: Wheat, \$3.9 millions; flour, \$5.6 millions; bacon and hams, \$5.4 millions; aluminum, \$9.6 millions; newsprint, \$5.6 millions; planks and boards, \$4.8 millions.

Monthly Figures Fail to Show Trends

The extreme fluctuations in monthly values, both by geographical destination and total, indicate that it would be unwise to infer any particular trend from month to month comparisons. While the precipitous

drop of \$73 millions from August may herald the beginning of a general decline in the value of Canada's export trade, the difference may be due in part to the chance clearance of a number of ships in the latter days of August, rather than in the first few days of September. It is also possible that Canadian inventories of wheat were nearly exhausted in September, and that further shipments could not be made until the new crop was made available. Any conclusions drawn from the September figures alone must be considered, therefore, with reservations.

Value of Exports to South Africa Doubled

South Africa was the third heaviest purchaser of Canadian commodities in September, with a total of \$6.0 millions, compared with \$2.5 millions in the same month last year. Exports during the nine-month period were valued at \$48.4 millions, as against \$23.4 millions in the corresponding nine months of 1945; more than double those of a year ago. Shipments during the 1937-39 twelve-month average period were \$16.7 millions in value. France followed South Africa, with purchases in September of \$3.6 millions; Newfoundland, with \$3.4 millions; Australia, with \$3.3 millions; and China, with \$3.1 millions. Exports in September exceeding a million dollars in value were made to the following countries: Poland, \$1.8 millions; New Zealand, \$1.6 millions; Jamaica, \$1.6 millions; Trinidad and Tobago, \$1.5 millions; Brazil, \$1.4 millions; Norway, \$1.4 millions; India, \$1.3 millions; and Italy, \$1.0 millions.

Exports of Canadian Produce, by Countries

Countries	September 1945	September 1946	January to September 1945	January to September 1946
British Empire—				
United Kingdom	\$ 58,819,998	\$ 54,257,927	\$ 788,150,758	\$ 432,596,444
Eire	1,998,780	397,290	10,838,137	4,140,638
Aden	14,246	30,468	140,768	230,786
Africa—				
British East	44,478	113,971	2,769,136	1,562,456
British South	2,458,498	6,034,252	23,376,998	48,367,370
Southern Rhodesia	174,714	233,199	1,599,402	2,449,047
British West—				
Gambia	1,891	....	27,499	56,223
Gold Coast	130,342	6,041	743,326	626,369
Nigeria	45,990	45,075	254,612	563,481
Sierra Leone	26,932	4,749	289,430	334,489
Other Brit. W. Africa .....	....	....	21	....
Bermuda	185,326	340,330	1,725,193	2,687,982
British East Indies—				
British India	16,385,101	1,248,397	273,322,124	39,273,361
Burma .....	....	8,740	80,038	437,339
Ceylon	783,022	89,535	5,357,551	1,470,512
Straits Settlements ....	....	169,367	....	2,166,739
Other Brit. E. Indies...	....	....	....	48,810
British Guiana	431,656	587,072	4,669,322	5,222,649
British Honduras	105,913	104,456	655,424	876,401
British Sudan	3,731	336	82,179	487,943
British West Indies—				
Barbados	379,615	315,706	3,320,309	4,609,311
Jamaica	1,164,762	1,554,901	10,402,279	10,536,872
Trinidad and Tobago...	1,285,235	1,523,540	11,884,353	13,770,443
Other Brit. W. Indies..	507,031	780,138	4,583,007	5,861,413
Falkland Islands .....	....	....	7,894	1,572
Gibraltar	369,056	695	517,314	297,736
Hong Kong .....	....	265,624	....	3,760,256
Malta	606,057	10,893	4,006,358	3,564,122
Newfoundland	3,680,496	3,354,488	30,192,589	27,146,642
Oceania—				
Australia	4,022,899	3,290,958	23,733,159	26,509,061
Fiji	1,974	36	125,073	263,245
New Zealand	1,935,793	1,573,410	12,892,808	11,124,510
Other British Oceania..	46	4,269	59,321	16,481
Palestine	85,925	105,897	1,492,956	2,533,770
Total British Empire..	\$ 95,649,507	\$ 76,451,760	\$ 1,217,299,338	\$ 653,594,473

Exports of Canadian Produce, by Countries—Continued

Countries	September 1945	September 1946	January to September 1945	January to September 1946
Foreign Countries—				
Abyssinia	\$ 782	\$	\$ 4,267	\$ 20,780
Afghanistan .....	.....	.....	548	1,421
Albania	142,907	173	232,468	121,283
Argentina	740,039	562,842	3,861,717	8,340,440
Austria .....	.....	184	.....	2,953,736
Belgium	4,133,052	876,606	18,436,568	54,933,184
Belgian Congo	79,296	45,488	635,048	918,129
Bolivia	26,268	11,601	213,583	428,101
Brazil	1,976,890	1,420,140	10,930,938	14,729,528
Bulgaria .....	.....	673	.....	3,382
Chile	368,281	89,262	1,724,301	2,598,098
China	15,212	3,082,475	420,674	29,448,573
Colombia	595,907	380,451	3,440,806	6,563,184
Costa Rica	85,865	47,507	402,606	792,275
Cuba	316,738	406,135	3,283,562	3,934,752
Czechoslovakia	647,677	118,970	3,623,720	9,197,603
Denmark .....	.....	84,577	9,493	964,571
Greenland .....	.....	272	790,153	72,600
Ecuador	27,442	46,291	246,095	594,012
Egypt	1,739,799	862,303	32,668,523	9,723,416
Finland .....	.....	23,687	.....	327,020
France	4,082,749	3,642,506	47,950,881	54,871,216
French Africa	1,646,773	34,768	14,733,955	8,662,345
French East Indies .....	.....	189,277	60	223,578
French Guiana	13,960	1,635	42,633	174,433
French Oceania	5,214	5,775	107,288	70,447
French West Indies	21,962	22,832	211,567	871,961
Madagascar	3,112	491	21,824	204,450
St. Pierre and Miquelon..	56,392	101,870	471,258	576,279
Germany	71,558	27,957	1,036,212	6,020,304
Greece	1,812,810	435,051	18,181,143	7,904,140
Guatemala	47,899	63,527	287,095	784,955
Haiti	94,127	97,773	458,824	859,147
Honduras	59,063	26,193	154,157	489,899
Hungary .....	.....	2,391	.....	282,140
Iceland	412,550	175,046	3,304,838	2,667,909
Iraq (Mesopotamia)	447,827	171,906	3,355,351	2,391,838
Italy	2,124,391	1,033,973	87,897,914	17,844,597
Tripoli .....	.....	.....	17,544	.....
Italian Africa, Other.....	.....	12	6,470	2,643
Japan .....	.....	355,284	.....	490,339
Liberia	8,594	9,932	66,137	63,172
Lithuania .....	.....	.....	.....	16
Mexico	754,922	959,013	5,861,897	7,637,548
Morocco	2,199,689	1,648	6,154,581	1,045,953
Netherlands	6,182,715	927,598	18,576,191	25,392,475
Netherlands East Indies..	160,222	251,249	160,222	5,041,223
Netherlands Guiana	30,504	22,028	145,998	400,776
Netherlands West Indies..	62,787	111,532	583,174	1,099,251
Nicaragua	36,305	29,929	231,804	260,521
Norway	808,756	1,397,455	4,763,433	14,460,950
Panama	102,907	198,420	632,202	1,173,264
Paraguay	2,879	5,583	32,029	71,326
Persia	23,523	6,168	1,623,860	370,018
Peru	131,491	83,750	2,378,067	2,032,047
Philippine Islands	520,826	646,512	932,538	4,367,879
Poland	1,918,154	1,799,201	5,745,777	17,942,268
Portugal	41,159	224,618	1,692,250	2,172,411
Azores and Madeira	614	9,001	14,126	50,630
Portuguese Africa	24,664	157,752	751,640	1,276,463
Portuguese Asia	330	252	3,082	23,674
Rumania .....	.....	121	.....	362
Russia (U.S.S.R.)	2,444,542	32,534	45,946,847	16,735,560
Salvador	12,230	31,191	291,231	398,766
San Domingo	94,976	53,007	481,705	944,757
Siam .....	.....	13,213	.....	32,694
Spain .....	.....	99,316	725,950	325,405
Canary Islands .....	.....	9,710	.....	326,199
Sweden	1,186,814	794,073	1,865,651	6,566,887
Switzerland	167,417	363,648	7,784,309	5,229,128
Syria	28,030	24,676	564,044	194,872
Turkey	39,513	27,120	523,457	1,336,230
United States	84,837,039	69,598,211	918,376,802	615,759,611
Alaska	10,173	51,937	169,599	190,981

Exports of Canadian Products, by Countries—*Concluded*

Countries	September 1945	September 1946	January to September 1945	January to September 1946
United States— <i>Con.</i>				
American Virgin Is....	\$ 1,279	\$ 10,119	\$ 13,441	\$ 87,976
Guam	744	1,129	4,598	4,531
Hawaii	326,471	221,643	3,034,258	2,428,551
Puerto Rico	46,743	155,604	1,702,452	2,268,942
Uruguay	215,944	95,578	1,254,723	1,424,306
Venezuela	310,948	447,026	2,878,186	8,640,632
Yugoslavia	630,203	8,300	4,536,176	10,512,627
Total Foreign Countries..	\$ 125,160,649	\$ 93,327,701	\$1,299,666,521	\$1,010,349,590
Total	\$ 220,810,156	\$ 169,779,461	\$2,516,965,859	\$1,663,944,063

Danube Is Vital to Southeastern Europe, Though Traffic Light

Great international waterway carried only 7,000,000 metric tons before the war, compared with 85,000,000 metric tons carried by Rhine—Commissions formerly guaranteed freedom of navigation—One-third fleet now in hands of U.S. Forces.

(Editor's Note—This article, reproduced from the United Nations Weekly Bulletin, reflects certain aspects of economic conditions in countries served by the Danube; recently the subject of heated discussions at the Paris Peace Conference.)

One of the greatest international waterways in the world, the Danube flows for 1,750 miles through Germany, Austria, Hungary, Yugoslavia and Rumania, and borders on Czechoslovakia and Bulgaria as well. In Caesar's day the Danube was considered the northern border of the civilized world, and it has since become the chief artery of communications between Western and Eastern Europe. The Danube is normally navigable for river craft for 1,500 miles of its length. Seagoing vessels from the Black Sea can go as far up as Braila, in Eastern Rumania.

Physical and Economic Handicaps

Considering its great length, the Danube has carried a surprisingly small volume of trade. Much of the area through which it flows is relatively economically backward. Its outlet, the Black Sea, is far from highly industrialized countries, such as those which border the Atlantic and the North Sea.

Physical handicaps which have not been adequately overcome by engineering—ice in winter, low water in summer, reefs and silt, swift current at the Iron Gates—have slowed up traffic, and national economic burdens have kept the costs high and prevented the fullest development of Danube transportation. Before the war, this great waterway carried only 7,000,000 metric tons annually, in its fleet of about 3,500 barges. This compares with the Rhine, which carried 85,000,000 metric tons (in 1937) in 12,500 barges.

Despite this comparison, the Danube as a carrier was vital to the area it served; it was the principal avenue for exchange of bulky agricultural, lumber and mineral products of Southeastern Europe and for

the coal and manufactured goods of Central Europe. The upstream traffic was four times greater in volume than the downstream (1936), although there was no great difference in the value of the traffic. The fact that the greater volume of traffic was against the current was a further detriment to the development of the river as a channel of trade.

There have been suggestions for the economic development of the Danube Basin as a unit, including the improvement of the river for navigation and its control for purposes of flood protection, drainage, irrigation, waterpower, etc. While no project of this scope has been undertaken, important works for improving the navigation of the river had been carried out before the war for many years by the riparian states.

International Regime of the Danube

Until the recent war, the Danube was under an extensive treaty regime, which guaranteed freedom of navigation for the shipping of all countries and provided, *inter alia*, for the regulation of navigation, the removal of obstructions to navigation, and for engineering works to improve navigability as well as for some measures of flood control.

The administration of this body of law was vested in three international commissions. The International Commission of the Danube, established in 1921, controlled the river from Ulm in Germany to Braila in Rumania; the European Commission of the Danube, established in 1856, controlled the maritime Danube from Braila to the Black Sea; while the Middle Danube Technical Hydraulic Commission, established in 1919, had special functions with respect to maintaining and improving the hydraulic system, particularly with reference to deforestation and reforestation flood-control measures.

Composition and Functions of Commissions

The International Commission was composed of representatives of the two German riparian states, Bavaria and Württemberg, one representative of each of the other riparian states, and one each of France, Great Britain and Italy. Germany withdrew from this Commission in 1936.

After 1918, the European Commission consisted of representatives of Rumania, France, Great Britain and Italy, until March, 1939, when Germany was admitted. The International Commission and the European Commission drew up navigation regulations, levied navigation dues to cover the cost of works, forbade obstacles to navigation, developed programs of works for improving the navigability of the river and ensured freedom of navigation and access to ports. However, the International Commission depended on various states for execution and enforcement of decisions, whereas the European Commission, until 1938, had actual executive and police powers with respect to the maritime Danube and its ports, the Commission itself undertaking the engineering works on this part of the river and the enforcement of regulations.

In 1938, most of the powers and property of the European Commission were handed over to Rumania, and the Commission retained only supervisory control similar to that of the International Commission.

Prior to the German occupation of Austria and Czechoslovakia, ownership of Danube shipping was distributed among a number of national companies of the riparian states and some smaller companies of non-riparian interests. The largest fleet was the Yugoslav and next to it the Austrian (D.D.S.G. Company, in which there was, however, some foreign ownership). The riparian companies were associated financially in two groups, a German-Austrian-Hungarian group and a Little Entente group. The two groups in turn had cartel arrangements for traffic, rates, etc.

During the war, Germany took over the river fleets of several nations. Shipping was operated in two pools, a tanker pool and a general cargo pool, and traffic was controlled mainly by the German authorities.

One-third Present Fleet Responsible to U.S.

About one-third of the Danube fleet, as it existed at the end of the war, is now in the hands of the United States Forces, according to Mr. Winant, U.S. delegate to the Economic and Social Council of the United Nations. This amounts to 800 vessels of various nationalities, of which about 200 are Yugoslav and Czechoslovak. This would suggest a total Danube fleet at the end of the war of between 2,000 and 2,500, as compared with 3,500 before the war.

According to the Soviet delegate to the Economic and Social Council, "all vessels belonging to either governments or individuals were restored by the Soviet authorities. One hundred and fifty were restored to Yugoslavia; 30 to Czechoslovakia, and some dozens to other owners."

Canada Continues as Chief Supply Source for British Guiana

Also proves to be best customer during first six months of this year—Shortage of consumer goods reflected in relative decline in imports—Beer sales show increase.

By T. G. Major, Canadian Trade Commissioner

Port-of-Spain, October 26, 1946.—Canada continues as the principal source of supply for British Guiana, although the volume of imports from the United Kingdom has increased proportionately since the conclusion of hostilities. Statistics recently released reveal that 37.5 per cent of the imports into British Guiana during the first six months of 1946 came from Canada, as compared with 41.1 per cent during the whole of 1945. Canada was also the principal market for products of this colony, having absorbed 44.1 per cent of the exports during the first half of the current calendar year. This compares with 34 per cent in 1945.

Imports from the United Kingdom during the first half of this year accounted for 28.6 per cent of the total, compared with 19.8 per cent in 1945. The United Kingdom took 34.6 per cent of British Guiana's exports between January and June, compared with 36.2 per cent between January and December, 1945. Trade with other countries showed little relative change.

British Guiana Buys More Canadian Beer

The decline in imports from Canada reflects the shortage of consumer goods in Canada, restricting the shipment of many lines of foodstuffs and other products. A notable increase in the quantity of Canadian beer purchased by this colony is noted in the import figures. Increased sales of bauxite, for the manufacture of aluminum, rum and sugar were made to Canada, of gold and diamonds to the United States, and of balata, sugar and diamonds to the United Kingdom, resulting in a satisfactory rise in the value of exports from the colony.

Toy Industry in the Netherlands is Now Seeking Foreign Markets

Expansion occurred during early part of war, when domestic demand increased—Imports declined progressively since 1929, especially from Germany.

By J. A. Langley, Commercial Counsellor, Canadian Legation

The Hague, October 22, 1946.—Efforts are being made by the Netherlands to expand its toy industry, and manufacturers are seeking markets in other countries. An export organization has been established in Amsterdam to supervise the production, quality and finish of toys for shipment to foreign lands, and to promote the interests of manufacturers in this country. Although exports so far have been on a small scale, the export association is exploring possible markets in Belgium, France and Switzerland. A number of contracts have been signed with importers in France.

Prior to the outbreak of hostilities, the Netherlands provided a good market for toys, 40 per cent of its requirements being obtained from abroad. Imports originated principally in Germany, with smaller quantities being obtained from Japan and the United States. Since its liberation, this country has made no foreign purchases of toys. Through the necessity of conserving available foreign exchange for more vital needs, it is unlikely that import permits will be issued for some time.

Substantial Increase During War

Despite raw material shortage and the lack of labour, domestic production of wooden toys, textile toys and, to a lesser extent, toys of metal increased substantially during the war. The number of workers employed by the industry rose from 450 in 1939 to 1,450 in 1942, while the value of sales increased during the same period from Fls.570,000 to Fls.2,000,000. Production capacity is now estimated at Fls.3,000,000, compared with Fls.570,000 in 1939, although present production is far below capacity, due to the shortage of materials and skilled labour. All toys manufactured in the Netherlands can be absorbed by the domestic market, but it will be necessary to export large quantities in a few years' time, if the industry is to maintain its potential level of production.

Toy imports declined steadily from 1929 to 1939, as indicated in the following table, due to unfavourable economic conditions and an increasing domestic competition:

Holland's Imports of Toys

	Total	Germany	Japan	United States
		(Fls. '000)		
1929	5,732	4,996	98	16
1933	4,229	3,193	578	2
1935	3,067	1,889	535	101
1937	2,740	1,637	460	97
1938	2,861	1,555	529	118
1939	2,662	1,597	358	143

Exports, on the other hand, were relatively small, averaging around Fls.100,000 during the ten-year period. The principal customers were the United Kingdom, the Netherlands East Indies and Belgium.

Up to May, 1940, the Netherlands florin or guilder was worth 67 Canadian cents. At present it is valued at 38 Canadian cents.

Products of Algeria Available in Exchange for Canadian

Exportable surplus in wide variety of items—Representation is subject of recent survey, which offers alternatives for consideration of exporters in Canada.

By J. P. Manion, Canadian Trade Commissioner

(Editor's Note—This is the seventh in a series of articles on Algeria, prepared for publication in the *Commercial Intelligence Journal*, and will be available shortly in reprint form. Other articles on economic conditions in Morocco will be reproduced in forthcoming issues.)

Ordinary wine, the *vin ordinaire* with which Frenchmen are familiar, is the most important product of Algeria, and the means through which a large proportion of commodity requirements from other countries may be purchased. Algeria is in a position to compete on markets of the world in the sale of wine and its derivatives, such as reinforced wines, brandies and liqueurs. Ordinary wine can be bought for as little as five cents a bottle.

Although contracts have been made for the disposal of iron ore and phosphates, the former being shipped to the United Kingdom and the latter being required in large quantities by agriculture throughout Europe, an exportable surplus is available as ballast for ships calling at Algerian ports en route to Canada. If a fortnightly service was to be established, there is nothing in existing contracts or allocations to prevent a ship from loading 2,000 tons of ballast, or approximately 50,000 tons per annum.

Export Items Include Rat Poison

Efforts to promote the sale of Canadian products in the Algerian market can be supported by the purchase by Canada of products for which there is an exportable surplus in that country. Other goods available for supply include olive oil for edible and industrial purposes, cork, dates and figs, vegetable fibre, *scilles maritimes*, a newly discovered rat poison of maritime origin; barytes, kieselguhr, capers, caroube oil for finishing textiles, certain types of canned fruit and fruit juices, particularly oranges and tangerines in light syrup, formerly imported into Canada from Japan.

Perfumed Oils Are Available

Among finished products available for sale to Canada are native tissues, basketware, sandals, leather goods and beaten copper products, which might find a restricted market among curio dealers. Geranium oil and that exuding the scent of orange blossoms should also find a small outlet in the Dominion. Goat and sheep skins, and sausage casings may also be regarded as possible Canadian imports. It is possible that, during the early part of the orange season, the product of North Africa may be able to reach the market before the annual reduction in tariff rates favouring the American product takes effect. Canned sardines and tuna fish, and salt for the fishing industry in the Maritimes, might likewise be sold to Canada.

Prewar Representation Simple

Algeria had relatively little direct import-export trade before the war. Certain firms bought for their own account from French firms, whether or not those firms were themselves importers or producers. There were also "representatives", or travelling salesmen and manufacturers' agents, but no distinction was drawn between their representation of French or other foreign firms. In neither case did the local merchant have to worry about documentation, foreign exchange, customs duties, import licences or any of the innumerable problems with which the real importer is concerned. In other words, there were "imports" from France, or purchases in France of goods that had been cleared through the customs union by French import firms.

Postwar Representation Offers Alternatives

There are certain long-established firms, which have represented foreign producers for many years, even though their products were indirectly acquired through French importers. On the other hand, there are a large number of individuals, having close associations with the wartime administration and good contacts, who foresee some relaxation of total control in the immediate future. These individuals are available for appointment as agents and foreign representatives.

Selection of Agents Difficult

The selection of an agent is extremely difficult at present, as there are three categories of agents, each of which has certain advantages, as follows:

(a) The old-established firm, which ordered on its own account, but has no experience in direct import trade.

(b) The former administrator, who has government connections and is in a preferred position to obtain import authorizations, but who has no experience in import trade.

(c) The manufacturers' representative, who placed orders for his client with a manufacturer or his agents. He regarded all suppliers as local firms, however, as he displayed interest in imports required by his clients only after they had been brought into the country.

Procedure Depends On Export Conditions

There is, of course, a fourth alternative, which is to place an agency with a firm in Paris, in the expectation that conditions will return to normal in the near future. This arrangement is not favourably considered at present, because of widespread interest in obtaining direct connections abroad. The choice remains, therefore, with one or other of the first three, and should follow the procedure outlined:

(a) Canadian lines already known on the market should be handled by the established firms.

(b) Products for which a substantial demand may be expected in a relatively short time may be placed in the hands of new houses, which may obtain import licences under present circumstances, in the hope that the goods may be established on the market before the influence of the importer wanes and these immediate advantages disappear.

(c) Products which, because of the fact that they are non-essentials and have little chance of securing entry to this market for the next two years, may be offered to the more reliable among manufacturers' agents, in the hope that they may acquire some knowledge of the import technique during the intervening period.

Present Shortage of Foreign Exchange

It must not be assumed that prospects are bright for substantial Canadian exports to the Algerian market. The shortage of foreign exchange is endemic, and cannot be alleviated until the Algerian economy is once more self-supporting. At present, the most important item brought into this country is wheat. On the other hand, the native population for the most part eats barley, but cannot grow it until sufficient seed has been obtained. Dry weather was experienced during 1945, and the prospects for a satisfactory crop this year are remote. This produces a vicious circle, as a full program of imports vital to an agricultural economy cannot be implemented so long as the products on which it is founded have to be imported.

Trade Associations Are Interested

Associations, representing members of particular trades, have been granted the right to issue import licences by the Government of Algeria, as has been done in most other French territories. These bodies are called "groupements" in Algeria, one representing, for example, the electrical trades, another the metallurgical trades, and so on. The elected president of such an organization is generally one of the most influential members of the trade and is enabled to control the equitable distribution of licences. In some trade associations, however, the president already represents strong competitors, and it would be unwise to entrust him with the distribution among his members of requests for representation. He might tend to reduce the competitive potentialities of the newly represented firm. Because of this fact, the "groupement" is not always the best medium through which to distribute requests for the appointment of representatives. The following alternatives are suggested, contacts having been established with the named associations, with which Canadian firms may correspond direct:

Chambre de Commerce d'Alger, Place du Gouvernement, Algiers (Attention: M. Petit)—This chamber of commerce is an energetic organization, and is willing to distribute requests for representation. When no alternative is found among the four associations listed below, requests should be addressed to this body.

Groupement Algérien du Matériel Mécanographique et du Mobilier Métallique de Bureau (Attention M. Roger Watin, "Le Matériel de Bureau"), Boulevard Carnot 9, Algiers. This organization imports metal furniture and office equipment. The president is also head of the largest firm of this kind in Algiers, and has expressed interest in securing representation for Canadian firms.

Groupement Algérien d'Achat et d'Importation des Fers, des Métaux et de la Quincaillerie, Rue de Cherbourg 27, Algiers. This is an association of metallurgical, iron and steel and general hardware importers. It is interested in obtaining requests for representation, and has submitted lists already made available to the Foreign Trade Service, in Ottawa.

Groupement Algérien d'Achat et d'Importation de l'Industrie et du Commerce des Produits Chimiques. Correspondence should be addressed in care of M. Octave Conte, "Société Nord-Africaine Commerciale", Boulevard Carnot 6, Algiers. This organization is interested in chemical products and fertilizers, and has expressed interest in Canadian products.

J. Roussel, président, Fédération des Représentants, Rue Michelet 121, Algiers. There are in Algeria some 600 representatives and agents calling on wholesale houses and retail outlets. Of these, only a small number would be satisfactory representatives for Canadian manufacturers or exporters of consumer goods. The president of the federation has undertaken to receive inquiries for representation, and to pass them only to the most reliable members of the federation.

Canadian Beaver Flown to Buenos Aires for Breeding Purposes

Bound from Moose Lake, Sask., to Tierra del Fuego, the same distance south of the equator as was their former home north of the equator—Join purebred livestock in improving strain of animals in other lands.

Canadian livestock have achieved a notable reputation among breeders of fine cattle, sheep, swine and poultry, shipments having been made by land, sea and air at regular intervals to other countries for the improve-



ment of their respective herds, flocks, etc. Now, the beaver, *Castor Canadensis*, carries his laurels to Latin America, where he will be called upon to found a colony. The Argentine Government has set aside an appropriation for the purchase of twenty-five pairs of beavers. According to a cable from the Commercial Secretary of the Canadian Embassy in Buenos Aires, it is planned to estab-

lish these animals in Tierra del Fuego, an archipelago at the southern extremity of Argentina, and separated by the Straits of Magellan from the mainland.

Further Link Between Montreal and Buenos Aires

Twenty beavers boarded a plane in Montreal last week on the third lap of their long journey to Buenos Aires, establishing a further link between these two cities. Buenos Aires was founded by Pedro de Mendoza in 1535, the same year as that in which Jacques Cartier sailed up the St. Lawrence to the Indian village of Hochelaga, now known as Montreal. The beavers come from Moose Lake, Saskatchewan, approximately one hundred miles northeast of Prince Albert National Park. By a unique coincidence, their new home in Tierra del Fuego will be the same distance south of the equator as their former home was north of the equator, represented by fifty-five degrees of latitude.

Will Experience Different Climatic Conditions

It is doubtful whether these beavers will engage in logging operations in Tierra del Fuego, which does not experience the same extremes of temperature. The mean annual temperature is around 42 degrees Fahrenheit and the mean winter temperature only around 34 degrees Fahrenheit. There should not be the same necessity, therefore, for felling trees and building dams or lodges to furnish protection against ice and snow. Furthermore, they will likely be somewhat distressed to discover that, after growing a full coat of fur for the coming winter, another summer is upon them. However, they are being accompanied on their long flight by Thomas Lamb, of Moose Lake, Sask., who is known out West as the "Muskrat King". He plans to remain some time in Argentina, studying conditions with a view to breeding beaver and muskrat in that country.

Functions of the Foreign Trade Service Outlined for Editors

Canadian Conference of Business Newspaper Editors, meeting in Ottawa, furnished by leading officials with brief descriptions of work performed by divisions, commissions and corporations in promoting export and import trade.

Functions of the Foreign Trade Service, the Dominion Bureau of Statistics, the Canadian Commercial Corporation, the Canadian Government Exhibition Commission and the Export Credit Insurance Corporation were outlined briefly for the Canadian Conference of Business Newspaper Editors, which was held last week in Ottawa. B. C. Butler, director, Trade Publicity Division, introduced the following speakers, who presented a summary of the duties performed by their respective organizations: J. E. Mackay, Dominion Bureau of Statistics; J. D. McCarthy, assistant general manager, Canadian Commercial Corporation; Hugh T. Aitkin, general manager, Export Credit Insurance Corporation; Glen Bannerman, director, Canadian Government Exhibition Commission; W. F. Bull, director, Export Division, Foreign Trade Service; Denis Harvey, director, Import Division, Foreign Trade Service; G. R. Heasman, director, Trade Commissioner Service; and G. D. Mallory, director, Industrial Development Division, Foreign Trade Service.

Bureau of Statistics Publishes 2,000 Reports

Mr. Mackay explained that the Dominion Bureau of Statistics published some 2,000 reports a year, of which seventy appeared monthly. Reports were prepared annually on 160 industries. Copies of all publications could be obtained for \$30. Mr. McCarthy pointed out that the Canadian Commercial Corporation served as a purchasing agent in Canada for governments of foreign countries and for international bodies, such as UNRRA. It assisted the War Assets Corporation in the disposal of surplus materials and, through its transportation section, was enabled to render service to many Canadian firms. Mr. Aitkin said that the Export Credits Insurance Corporation provided exporters with protection against the principal risks of loss involved in foreign trade, and insured them against the insolvency of foreign buyers, protracted default in payment by the buyer when the goods have been duly accepted by him, and difficulties in the transfer of exchange. Eighty policies had been issued during the twelve months in which the Corporation has functioned.

Cutters, Canoes and False Teeth Exhibited in 1851

Glen Bannerman pointed out that Canada had first participated in an international exhibition in 1851, when cutters, birch bark canoes and false teeth were displayed in London. The Canadian Government Exhibition Commission was established in 1902, under the supervision of the Department of Agriculture, products of the farm predominating at that time among Canadian exports. It was transferred to the Department of Immigration in 1919, when efforts were being made to interest prospective settlers in this country. It was transferred to the Department of Trade and Commerce in 1927, with headquarters in London, when the "Canada Calling Campaign" was inaugurated. Mention was made of the Canadian

International Trade Fair, which is scheduled for 1948 in Toronto, and an exhibition in Australia next year. Mr. Bannerman also explained that an exhibition would be held in Great Britain in 1951, to celebrate the centenary of that held in 1851.

Export and Import Divisions Assist Traders

Mr. Bull outlined the responsibilities of his division, and explained there were some twenty commodity specialists to assist exporters. As chief of the Export Permit Branch, he explained why it was necessary to retain controls on some seven hundred items, though he declared that he was an advocate for exporters. Mr. Harvey said his division was assisting manufacturers in securing raw materials, such as tin, sugar, burlap, antimony, etc., and in requesting relaxation in export controls in other countries. It was much interested in commodity marketing organizations and study groups, whereby supplies of wool, cotton, tin, rubber, etc., might be made more readily available.

Trade Commissioners Are Foreign Salesmen

Mr. Heasman pointed out that Canadian Trade Commissioners were salesmen for every manufacturer, and expressed some regret that fuller advantage of their services was not taken. For example, one firm established connections with an African importer without advising the trade commissioner in his territory, and subsequently found himself in serious trouble that might have been obviated through prior consultation. It was suggested that editors might assist their readers by reproducing the list of trade inquiries published by the *Commercial Intelligence Journal*, as they were not in a position to recommend firms submitting their names to various publications. There were eighty-two trade commissioners and assistant trade commissioners in the field, and some 500 candidates would be sitting shortly to write examinations for some twelve vacancies that should be filled. Area sections were recently formed, one each for the British Empire, Europe, Latin America and Asia, which furnished liaison between trade commissioners, headquarters in Ottawa and the business community of Canada. Mr. Mallory explained briefly the operations of his division in furnishing information to firms that might establish branch plants in Canada. Their prime purpose was to interest such plants in exporting, once they were established here. Assistance was also rendered in securing reparations equipment.

Cupro-Nickel Coins May Replace Silver in the United Kingdom

Decision, if implemented by legislation, will provide new market for Canadian product—Ministry of Supply announced new prices for tin metal and tin concentrates.

By A. E. Bryan, Commercial Counsellor for Canada

London, October 16, 1946.—Provision for the withdrawal of silver coinage from circulation in the United Kingdom, and its replacement with new cupro-nickel coins, is contained in a Bill scheduled for introduction into the House of Commons during the coming session. This is an important decision, as it will provide a new market for nickel. The United Kingdom's coinage policy influences that of other countries to a considerable extent, which should prove beneficial to Canada.

Tin Prices Increased

The Ministry of Supply has announced new selling and buying prices for tin. On and after September 26, 1946, the basic price of tin metal, sold by the Non-Ferrous Metals Directorate for delivery in the United Kingdom, will be increased from £300 to £380 10s. 0d., a ton of 2,240 pounds. At the same time, the basic price of tin metal, sold f.o.b. United Kingdom port for export, will be increased from £357 to £380 10s. 0d. The basic price is for metal at a minimum of 99 per cent to 99.75 per cent tin content, and prices for all other grades will be varied correspondingly.

Substantial Gain for Tin Concentrates

Settlement has now been reached on the purchase price to be paid by the Ministry of Supply for tin concentrates in Malaya, Nigeria and East Africa. In the case of Nigeria, where the costed contracts with the main producers were terminated at the end of 1945, the price for the first half of 1946 has been fixed at £340 a ton of tin in ore, f.a.s. Nigerian port. For the second half of 1946, the price has been fixed at £357 10s. 0d. a ton of tin ore, f.a.s. Nigerian port. The Ministry of Supply will pay ocean freight, insurance and smelting charges. In the case of Malayan concentrates, the basic tin price from July 1 is £370 per ton at Penang and Singapore smelters. These purchase prices represent substantial increases in each area, and bring the various prices, after allowing for freight, etc., into general relationship.

(Editor's Note—Canada's exports of fine nickel during the first six months of this year were valued at \$21,297,294, of which purchases by the United Kingdom were valued at \$505,112.)

Heavy Raw Silk Shipments Made From Japan to United States

About 70 per cent of total exports, including materials from accumulated stockpiles, directed to U.S.A.—Good rice crop in prospect—Reconstruction proceeds slowly.

By Asia Section, Foreign Trade Service

(Editor's Note—Information contained in this summary was obtained from various sources. It has not been possible to substantiate the external trade figures, due to the dislocation of the Japanese customs organization, following the unconditional surrender of Japan last year.)

Raw silk comprises the principal commodity shipped by Japan to the United States since the conclusion of hostilities in August, 1945, followed by tin, zinc, antimony, raw rubber, vegetable gelatine and a variety of other products, the bulk of which were secured from existing stockpiles. Shipments to the United States during the twelve months ended last July were approximately 70 per cent of the total exports from Japan, according to an estimate recently released by the Director, Japanese Board of Trade. Total exports had a value of 1,208,885,000 yen and imports were valued at 1,028,678,000 yen during the period under review.

On the basis of current price control regulations, exports to the United States were valued as follows:

	Yen
Raw silk	687,850,000
Tin	90,460,000
Zinc	47,500,000
Antimony	10,850,000
Raw rubber	5,970,000
Vegetable gelatine	2,360,000
Miscellaneous	2,040,000
Total	847,030,000

Raw silk is one of the traditional items of export, but the others listed in the above table are products of other countries accumulated before the outbreak of hostilities in December, 1941, and during the war. These values cannot be taken into consideration, therefore, in preparing any review of the future trade position. Of the remaining exports from Japan during the twelve months under review, about 20 per cent went to Korea, 5 per cent to China and the balance either to Russia or Hong Kong.

United States Main Source of Supply

The United States was the principal source of supply for Japan, approximately 94 per cent of her imports having originated in that country. The balance came from China and North Africa. Based on current price control regulations, the value of imports from the United States during the twelve months ended last July is as follows:

	Yen
Foodstuffs	842,600,000
Petroleum	117,970,000
Rock phosphate	5,720,000
Salt	890,000
Miscellaneous	4,420,000
Total	971,600,000

Agricultural conditions are favourable, and there are prospects of a satisfactory rice crop being harvested. This should be succeeded by an increase in the present food ration from five to 20 per cent for Japan's estimated 78,000,000 inhabitants, of whom 32 million are rice-growers and the other 46 million general consumers and non-rice-growing farmers.

Reconstruction proceeds slowly, due to a shortage of materials, principally wood. Inasmuch as Japan uses wood for fuel, there is a considerable diversion in this respect of wood that could be utilized for the erection of houses and other essential buildings.

Rayon Production Far Below Potential

A report on the Japanese textile industry, published by an international board of enquiry, states that the latent productive capacity per year of rayon and staple fibre is valued at 354,000,000 yen. Due to a shortage of raw materials, production at present is limited to 13,000,000 yen in value. Raw materials in short supply are pulp, coal, caustic soda, carbon disulphide and other chemicals. Twelve firms remain in operation. Having experienced several stages of reorganization, they are now in a sound position and enabled to adapt themselves to circumstances. Nevertheless, with the exception of one or two, these companies are conducting their business at a loss. Though production is improving, there is little hope of financial gain. It is not surprising, therefore, that manufacturers of rayon and staple fibre are seeking other sources of revenue, and devoting more attention to the salt industry and subsidiary activities.

Mammoth Cement Mixer, Used at Shipshaw Power Plant, Surplus

War Assets Corporation offers equipment for \$80,000—Dough kneaders, used for mixing explosives, available—Wide selection of machine tools and lathes for sale.

Surplus equipment being made available for sale by War Assets Corporation includes a large concrete mixing plant, complete with cableway, that was used in the construction of the Shishaw hydropower plant at Arvida, Quebec. Power generated at this plant provided for a material increase in the production of aluminum, used extensively in the war effort. This equipment is being offered for sale at \$80,000, and is in good operating condition. The electric motors and control panel are in Montreal, but other sections of the plant are located at Lapointe Pier, Vancouver, packed for export.

Maximum Load Twenty Tons

This huge plant includes two cement storage silos, of 3,000-barrel capacity; one cement elevator, which can handle 350 barrels per hour; a 750-yard hexagonal bin and a 1,200-gallon insulated water tank. Also included are four charging drum mixers, having a capacity of two yards, tilting every three minutes; a dry batch collecting hopper, a 12-yard wet batch receiving hopper, a cement batcher, a water batcher and six aggregate batchers. The tautline cableway has a span of 1,600 feet. The normal load is approximately 16 tons and the maximum load 20 tons. The travel speed is 1,200 feet per minute and the hoisting speed 170 feet per minute. The tail tower is fixed and the head tower movable, with a 270-foot travel.

Dough Kneaders Mixed Explosives

Dough kneaders, which were used in mixing explosives, are available at Winnipeg. These have been decontaminated by flash burning. The dimensions of the bowl are: Width, 3 feet 2 inches; length, 3 feet 8½ inches; depth, 2½ feet. The lower sections are equipped with a built-in water jacket, having both hot and cold water connections. Two hexagonal bladed step shafts, 6 feet 7 inches long, run through the bowl. The body of the kneader can be tilted forward by a bevel-gear dumping unit.

Machine Tools and Lathes Available

Machine tools and production equipment, used but in good working condition, are also being offered for sale by the War Assets Corporation. These include: Drills, from \$381 to \$4,289; grinders, from \$113 to \$8,484; lathes, from \$769 to \$11,972; millers, from \$434 to \$11,807; profilers, from \$1,210 to \$11,396; slotters, from \$250 to \$4,667; and automatic screw machines, from \$3,004 to \$9,862. Boring mills, reamers, shavers, tappers and welders, centring gear, honing, lapping and lens machinery, priced variously from \$262 to \$8,310, are also available.

Electric Minesweeping Winches for Sale

Nine direct-current electric minesweeping winches are located at Shelburne, N.S. These have been used, but are in good condition, and are suitable for fishing trawlers, in logging operations, mining or in the construction industry. Each winch has three drums in line, the port and starboard drums being 4 feet 10 inches in diameter and 1 foot 11 inches wide, while the centre drum is 4 feet 10 inches in diameter and 7 inches wide.

The approximate weight of each winch is ten tons. They are operated by a forty horsepower electric motor, of 1,150 r.p.m., 140 amps and 230 volts.

Inquiries to War Assets Corporation

Inquiries concerning this surplus material or other equipment described in previous issues of the *Commercial Intelligence Journal* should be addressed to the Export Sales Division, War Assets Corporation, No. 4 Temporary Building, Ottawa. Offers are subject to prior sale or withdrawal, and prices quoted are on an "as is, where is" basis.

Textiles Feature Rise In British Exports To Canada This Year

Woollen and worsted yarns and manufactures head list commodity group shipments during first six months, followed by pottery, glass and abrasives—Total exports substantially higher than before war.

By H. L. E. Priestman, Canadian Trade Commissioner

(Editor's Note—This is the last in a series of three articles prepared for the *Commercial Intelligence Journal* on Canada's trade with the United Kingdom during the first six months of the current calendar year.)

London, September 14, 1946.—British exports to Canada during the first six months of this year were substantially higher in value than in the corresponding periods of either 1945 or 1938. This, of course, is in line with a marked improvement in the postwar foreign trade of the United Kingdom. The textile industry, which is making a strong drive to recapture its pre-war prominence, has made material advances. This is noted particularly in statistics representing shipments of woollen and worsted yarns and manufactures, exports to Canada for the first six months of this year having a value of £3.2 millions, compared with \$2.6 millions in the corresponding period last year and with £1.7 millions in the first half of 1938.

Exports of Silk Manufactures Higher

Silk and artificial silk manufactures are also higher on the comparative export list, shipments to Canada during the first six months of this year being valued at £814,976, compared with £693,223 during the corresponding period last year and with £209,048 in the first half of 1938. Exports of cotton yarns are likewise higher, as are shipments of cotton manufactures, linen and jute manufactures, and apparel. There has been a reduction, however, in shipments of woven piece-goods, the value having fallen from £550.924 in 1938 to £416,334 in 1945 and to £171,400 in the first six months of the current calendar year.

Heavier Pottery Shipments Recorded

Another noteworthy increase was recorded for pottery, glass, abrasives, etc., exports of which were valued at £1,232,511 in the first half of 1946, compared with £834,071 in the corresponding period of 1945, and with £559,076 in the first six months of 1938. Canada purchased more manufactures of non-ferrous metals during the first six months of 1946, the value of which amounted to £736,001, as against £196,504 during the same period in 1938. There was a material reduction, however, from the 1945 figure, £1,930,460.

Reductions from 1938 figures were recorded by the following commodity groups: Beverages and cocoa preparations, coal, iron and steel manufactures, woven piece-goods, footwear, paper and cardboard.

British Exports to Canada, by Commodity Groups

Commodity Group	1938	January to June 1945	1946
		(£'000)	
Beverages and cocoa preparations.....	502.8	341.9	431.2
Coal	770.1	17.6	18.6
Pottery, glass, abrasives, etc.	559.1	834.1	1,232.5
Manufactures of non-ferrous metals	196.5	1,930.5	736.0
Cutlery, hardware, implements, etc.	196.9	111.9	237.1
Electrical goods and apparatus	74.9	144.9	83.6
Machinery	779.1	295.5	849.5
Cotton yarns, grey, unbleached	164.9	416.3	483.3
Cotton yarns, bleached and dyed	28.2	39.5	45.4
Woven piece-goods	550.9	416.3	171.4
Cotton manufactures	214.3	229.9	277.1
Woollen and worsted yarns and manufactures.....	1,702.3	2,631.3	3,191.1
Silk and artificial silk manufactures	209.0	693.2	815.0
Linen, jute and manufactures	570.1	401.2	894.6
Apparel	257.4	153.0	353.3
Footwear	45.2	1.2	6.9
Chemicals, drugs, dyes and colours	577.0	496.2	557.6
Leather and manufactures	158.1	125.8	173.6
Paper, cardboard, etc.	121.6	55.6	86.1
Vehicles, including locomotives and ships.....	347.4	313.3	585.2
Iron and steel manufactures	1,154.6	95.8	268.0

Value of Total Trade Substantially Higher

As indicated in the table below, the total value of the trade of the United Kingdom during the first six months of 1946 had a value of £1,024,576,147, compared with £799,486,313 during the corresponding months of 1945 and with £725,894,450 for the first half of 1938. Total exports show a substantial advance, whereas imports are approximately the same as those for the first six months of last year.

Total External Trade of United Kingdom

	1938	January to June 1945 (£'000,000)	1946
Imports	459.8	598.2	597.7
Exports	266.1	201.3	426.9
Total	725.9	799.5	1,024.6
Excess of imports	193.7	396.9	170.8

New Textile Mills In Palestine

The construction of new textile works in Palestine is continuing, despite the uncertainty prevailing in the textile market, according to the July issue of Barclays Bank Review, and it is anticipated that the output of cotton yarn will increase considerably, in time leaving an exportable surplus. The first shipments of Italian silk and cotton piece-goods have arrived on the markets, and several other large orders, including woollen cloth, are on the way. The supply of textiles from the United Kingdom has not been maintained, and it seems that their place is being taken by materials from Italy.

Britain Adds Thirty-Six Items to "Token" Shipment Schedule

List of items now admitted in limited quantities totals 108—Canned lobsters, greeting cards, musical boxes, ice cream cabinets and electric light fixtures among commodities tabled.

Token shipments of thirty-six additional items will be admitted to the United Kingdom, according to information received from the British Board of Trade, bringing to 108 the number of products now eligible for entry to the United Kingdom in limited quantities. Any Canadian exporter having a prewar market in Great Britain for any of these commodities is now assured of obtaining import licences for his products. Despite the fact that the year is far advanced, the British Government has established 1946 quotas amounting to 10 per cent of the value of the exporter's prewar shipments for any one year. This amounts to one-half the full year's quota of 20 per cent, upon which the token shipment plan operates.

Items on Token Shipment List

The items that may now be exported in limited quantities, as shown in the new list, are:

- Canned lobster.
- Canned vegetables, excluding tomatoes and tomato puree, of types not already on token import list.
- Cheese rennet.
- Mustard.
- Olives, preserved in salt and brine.
- Vegetable butter colouring.
- Household rubber gloves.
- Rubber soleing slabs.
- Waterproof clothing of all kinds, including blankets, baby pants and crib sheets.
- Undergarments, excluding corsets, of woven material other than artificial silk.
- Men's and boys' outer garments, other than knitted ware, netted or crocheted, of material other than artificial silk.
- Undergarments and children's outer garments, excluding hose, knitted, netted or crocheted, other than artificial silk.
- Hard haberdashery of all types, excluding buttons and other types already on the token import list.
- Blotting paper.
- Bristol board.
- Duplicating paper.
- Greeting cards.
- Printing paper, book, text, cover, offset and litho.
- Stationery paper in uncut form.
- Writing paper in large sheets, bond and ledger.
- Carpet sweepers and repair parts.
- Electric light fixtures.
- Electric refrigerators for domestic purposes.
- Gasoline and kerosene pressing irons.
- Meta fuel.
- Milk churns, cans and pails, and milk strainers.
- Musical boxes.
- Buttons, other than steel buttons for overalls, plastic, vegetable, ivory and dum buttons.
- Abrasive cloths, papers and discs, manufactured.
- Cinematographic cameras and projectors for 16 mm. film or less.
- Electrical equipment for cycles and motor cycles.
- Electric meters.
- Goldsmiths' and silversmiths' wares.
- Ice cream cabinets.
- Outboard motors.
- Varnish cambric insulating material.

The following items are subject to British price control regulations: Canned vegetables, hard haberdashery, undergarments, men's and boys' outer garments, and children's outer garments.

Validity of Import Licences To Be Extended

Shipments of these commodities, as well as of those included in earlier lists, covered by British import licences issued in 1946 and completed within the period of validity of these licences, will be debited against 1946 quotas. As the life of an import licence is normally three months, actual shipment against this year's quotas can be carried over into the first months of 1947.

Details of the procedure to be followed in obtaining a token quota may be obtained on application to the Export Division, Department of Trade and Commerce.

Reports on German Scientific and Technical Activities Available

Fourth list of reports on industry and developments in the Reich, obtainable on loan from the National Research Council—Teams of specialists, including Canadians, toured Germany after conclusion of hostilities.

Canadian, British and American teams of specialists have toured Germany since the conclusion of hostilities in an effort to uncover scientific and technical information formerly withheld from other countries. These groups of investigators have visited Germany under the auspices of the Combined Intelligence Objectives Subcommittee (CIOS), the British Intelligence Objectives Subcommittee (BIOS), and the Field Information Agency, Technical (FIAT).

Copies of their reports on German technical developments and controlled industry may be secured on loan from the Liaison Office, National Research Council, Ottawa. The "targets", or subjects under investigation, are so numerous that it would not be practicable to list them in a single issue of the *Commercial Intelligence Journal*. However, as a service to readers who may be interested in obtaining reports that might possibly furnish them with information concerning their own activities, a limited number will be listed each week. The fourth list appears in this issue.

In order to facilitate the location and provision of these reports, reference numbers should be quoted when application is submitted to the National Research Council for any particular report or document. In view of the limited number of copies available, it has been requested that these should be read and returned to the National Research Council with a minimum of delay. It will be noted that the reports are classified, though this does not necessarily indicate there are no others on the subjects noted. Additional reports are being prepared, and will be listed from time to time as they become available.

Kindly mention the *Commercial Intelligence Journal* in submitting applications for reports, in order that it may be determined whether this service is of material value to readers.

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Customs Authorization Required For Shipments Via U.S. Ports

Procedure applies to controlled food items originating in or destined to Canada—Necessary clearance obtainable on application to Import Division, Ottawa.

By W. G. Hopkins, Import Division, Foreign Trade Service

Shipments of controlled foods, made through United States ports, whether these originate in Canada or are destined to this Dominion, require a United States authorization or case number before they can secure clearance through the United States Customs. This is necessary by reason of the fact that numerous food items imported into the United States have been placed under control by the Department of Agriculture, effective August 15, 1946.

Import Division Provides Authorizations

Authorization numbers may be obtained on application to the Import Division, Department of Trade and Commerce, Ottawa. Exporters should furnish their export permit number, a description of the goods being exported, with the quantities and values, the name and address of the consignee, and the United States port through which shipment will be made.

Similar Import Procedure Followed

Conversely, authorization numbers are required for the clearance through the United States Customs of controlled foodstuffs arriving at United States ports en route to Canada. These may also be obtained from the Import Division. In the case of sugar items, however, application should be made to the Sugar Administration, 360 St. James Street West, Montreal. Authorizations for the clearance of castor and oiticica oils are assigned by the Oils and Fats Administration, Sussex and George Streets, Ottawa.

Food Items Under Control In U.S.A.

Imported food items under control by the United States are:

Argols, tartar and wine lees and crude calcium tartrate; babassu nuts, kernels and oil; beans, dried, except fava and mung beans; beef and veal, pickled or cured; beef, canned, including corned beef; beef, fresh, chilled or frozen; butter; castor beans, castor oil; cheese; chickpeas and garbanzos, dried; cocoa beans, cocoa butter, cocoa, unsweetened and sweetened; coconut oil; cod, haddock, hake, pollock and cusk, pickled or salted (except in oil, etc., and in airtight containers, weighing with contents not over 15 pounds each); copra; corned beef hash; cottonseed oil, crude, refined; unspecified canned fish in oil or not; flaxseed; herring, canned, smoked or kippered or in tomato sauce; lamb, fresh, chilled or frozen; lard (including rendered pork fat); lard compounds and lard substitutes made from animal or vegetable oils and fats; lentils; linseed oil, and combinations and mixtures, in chief value of such oil; mace, including Bombay or wild, ground and unground; unspecified canned meats and prepared or preserved meats, including liver paste; milk, condensed, evaporated, skimmed dried and whole dried; molasses and sugar syrup; mutton, fresh, chilled or frozen; nutmegs, ground and unground; oil cake and oil cake meal; oleo oil, oleo stearin; olive oil; ouricury (uricury), nuts and kernels; ouricury (uricury) oil, inedible and edible; palm kernel oil; palm nut kernels; palm oil; peanut (ground nut) oil; peanuts shelled or not shelled; peas, dried, ripe, and split, excluding maple peas; pepper, black or white, unground; pork, fresh, chilled or frozen; pork, hams, shoulders, bacon, sausage, prepared, cooked, boned, canned, etc.; rapeseed oil, denatured and not denatured; rice; paddy, uncleaned or brown rice, cleaned or milled rice, patna rice, cleaned for use in canned soups, rice meal, flour, polish and bran, broken rice; salmon, canned, not in oil or in oil and other substances; sardines, in oil or in oil and other substances; sardines, and other herring, canned (including snacks, tidbits, rollmops and sprats); soap and soap powder; sugar, cane; sugar, containing products with cane or beet sugar in any quantity or containing in any quantity

any ingredient in which cane or beet sugar was used in the manufacture of the ingredient; sunflower oil, edible and denatured; sunflower seed; tallow, beef and mutton, including oleo stock; tallow, beef, and mutton (inedible), including oleo stock; tartaric acid; tea, not specially provided for; tuna fish, in oil or oil and other substances; tung oil (China wood oil); veal, fresh, chilled or frozen.

Other Commodities Subject To Control

Import controls over certain items other than foods have been established under an order administered by the United States Civilian Production Administration. Goods controlled by this order likewise require a United States authorization or case number to clear through United States Customs, when passing in-transit through the United States, either to or from Canada. This authorization may also be obtained from the Import Division.

Commodities, other than foods, subject to the provisions of this order are:

Agave fibers, unmanufactured (except flume tow and bagasse waste); lead; bullion or base bullion, pigs and bars, reclaimed, scrap, dross and unspecified lead items except antimonial, babbitt metal and solder, unspecified alloys and combinations of lead in chief value of lead, unspecified alloys and combinations of lead not in chief value of lead, type metal and antimonial lead; unmanufactured maguey or cantala; manila or abaca fiber (except T grade tow), manila or abaca tow (T grade only); industrial molasses and sugar syrup; unmanufactured sisal and henequen (except flume tow and bagasse waste); tin; unspecified alloys, chief value tin; tin bars, blocks, pigs, grain or granulated; antimony ore (including concentrates), antimony, needle or liquated; antimony, as regulus or metal, antimony alloys, containing 50 per cent or more by weight, n.s.c.

Four Beaver Destined to London Zoo

Four beaver, Jacques and Johnny, Minny and Molly, are en route to London aboard the Canadian Pacific cargo liner *Beaverford*, which sailed from Montreal last Sunday for Liverpool. Originating in the Banff National Park, they are a gift of the Canadian Government to the London Zoological Gardens, where they will replace former inmates that died during the war. They were trapped under a wild-life management program, which provides for a reduction of the beaver population in certain national parks where they are becoming too numerous.

Additional cargo aboard the *Beaverford* includes 7,500 boxes of British Columbia apples, 1,500 boxes of Canadian cheese, powdered milk, lumber, wood pulp, bacon, agricultural implements and asbestos.

Canadian Vaccine Flown to Greece

Canadian vaccine, with which to counteract the ravages of a serious cattle disease that has broken out in North Africa, was flown last week to New York, from which delivery will be made by UNRRA to Athens. An emergency bank is being established in Greece to provide for distribution to affected areas, thereby preventing the spread of the disease and the creation of famine conditions. A request was received by the Canadian Commercial Corporation for 96,600 doses of this vaccine, prepared from a secret formula. Three cases were packed in dry ice, weighing 286 pounds, and despatched with a minimum of delay.

Population In Southern Rhodesia Increases

Southern Rhodesia has a European population of 82,383, an increase of 13,428 since 1941, according to the census taken last May. (Barclays Bank Review.)

Paraguay Lowers Import Duties on List of Some Twenty Items

Trade agreement with the United States introduces corresponding reductions on purchases from Canada under terms of treaty signed in 1940—No increase on fifteen additional items.

A reciprocal trade agreement between Paraguay and the United States, providing for the mutual reduction of import duties, and the elimination or reduction of other trade barriers, was signed at Asuncion on September 12, 1946. Under an exchange of notes between Canada and Paraguay on May 21, 1940, Canadian goods imported into Paraguay are granted a most-favoured-nation treatment in tariff matters. Canadian goods, consequently, will be entitled to the same reductions as are accorded to similar goods originating in the United States.

The concessions granted by Paraguay on products of the United States include duty reductions of from 20 to 75 per cent on about 20 items. These include dried fruits, nuts, turpentine, varnishes, vegetable tar and pitch, pharmaceutical specialties, horseshoes and horseshoe nails, axes, hatchets and adzes, storage and electric batteries, wireless installations, telephones, automatic refrigerators, toilet paper and dictating machines. On about fifteen items, Paraguay gives assurance that the current rates will not be increased. These include cigarettes, lubricating oils and greases, cosmetics, toilet soap, dentifrices, typewriters and typewriter ribbons, calculating machines and cash registers, trucks and tractors. The basic specific duty on passenger automobiles has been bound against increase, but a reduction has been made in the alternative ad valorem rate, which applies when it is higher than the specific rate. The United States concessions to Paraguay include a 50 per cent reduction in the duty on Urunday extract. The United States has guaranteed not to increase the rates on a number of products which are of interest to Paraguay or, if these items are exempt from duty, that the exemptions will be continued.

The agreement is effective thirty days after its proclamation by the President of the United States and publication in the Paraguayan official gazette. If proclamation and publication take place on different days, it is effective thirty days after the later date. The agreement will remain in force for two years, and will continue in force thereafter, subject to termination on six months' notice by either party, or under special circumstances provided for in the agreement itself.

Sugar Prices Raised In Newfoundland

St. John's, October 11, 1946 (FTS).—Retail prices of both granulated and brown sugar were fixed at 14½ cents per pound at the port of embarkation, and 15 cents per pound elsewhere, by the Commissioner for Supply in an order effective October 10, 1946. This represents an increase of one cent per pound in both cases, and has been brought about by the rise in United States and Canadian export prices for this commodity. The wholesale price of both granulated and brown sugar from the United States and Canada has now been fixed at \$13 per sack at port of embarkation, and \$13 plus the actual cost of transportation from the port of embarkation to the place of sale. The wholesale price was previously \$12 at the port of embarkation.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

119. **Venezuela**—Oscar Linares, Apartado 913, Caracas, wishes to import the following materials: 6,500 sprinklers with faucet, $\frac{1}{2}$ "; 6,500 water closets with high or low tank; 6,500 wash basins for one or two faucets; 20,000 faucets, $\frac{1}{2}$ "; 4,500 copper faucets, $\frac{3}{4}$ "; 250,000 feet of piping HG, $\frac{1}{2}$ "; 140,000 feet of piping HG, $\frac{3}{4}$ "; 30,000 elbows HG, $\frac{1}{2}$ "; 10,000 universal joints, $\frac{1}{2}$ "; 12,000 elbows, $\frac{3}{4}$ "; 40,000 pairs of hinges, 3"; 12,000 window fasteners, similar to Corbin collar window bolts; 10,000 door knobs; 5,000 safety locks, type Kim Wright Latches Corbin; 10,000 simple locks, type Mortise Latch Sets Corbin; 10 concrete mixers, 7 cubic feet capacity, with gasoline motor; 10 concrete mixers, 3½ cubic feet capacity, with gasoline motor. All of this material is required for early delivery, but partial shipments would be acceptable. File 14548.
120. **Brazil**—Brasil-Canada, S.A. Comercio e Industria, Rua Mexico 21, 13º andar, Rio de Janeiro, is interested in purchasing and securing representation for the following commodities: hops, fresh fruit (apples, pears, plums); canned fruit (peaches, pears, cherries); canned vegetables and dried fruit (prunes, apples). File: 20968.
121. **Eire**—G. Anderson Limited, Callaghan Chambers, 13 Dame Street, Dublin, are interested in purchasing mild steel and wrought iron piping and fittings for gas services. File: C.E. 255.
122. **French Morocco**—Maurice Peschel, 15 rue d'Arras, Casablanca, wishes to handle agencies in his territory for Canadian food products. File: 24456.
123. **Peru**—Michelsen & Co. S.A., Apartado 2486, Lima, Peru, has expressed interest in securing the representation in the Peruvian market for the following: wine bottles, milk bottles, carpenters' tools, and small machinery such as hammers, tools, chisels, lathes, screw drivers, etc. File: C.E. 257.
124. **Cuba**—Forward Trading Co. Inc., 7th Avenue No. 264, (P.O. Box 2658), Miramar, Marianao, Havana, Cuba, have expressed interest in securing the agency for direct importation and distribution of the following: pharmaceutical products, especially those known as ethical products. File: T.E. 116.

Japan Exports to U.S. and Establishes Credits

Tokio, October 16, 1946 (FTS).—Provision for the purchase of food-stuffs and other essential supplies from the United States is being made through the stimulation of exports. The consequent creation of dollar credit will enable Japan to increase substantially her imports from the United States. One of the largest shipments to be made from this country since the conclusion of hostilities is now en route to North America, consisting of 2,600 tons of raw rubber, 4,200 tons of virgin pig lead, 1,000 tons of tin slabs and 200 cases of tinguze paper.

Shipments of rayon yarn, amounting to 1,670,000 pounds, have been made to China in the past three months in payment for foodstuffs much needed in this country. Rayon yarn ranked next to cotton yarn in prewar years, and was an important factor in the export trade of Japan. Although the industry is making slow recovery, due to the shortage of essentials, such as coal and salt, it is expected that another consignment of 1,500,000 pounds of rayon yarn will be shipped to China before the end of this year.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Calgary—Board of Trade.

Edmonton—Can. Manufacturers' Association.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Kitchener—Chamber of Commerce.

London—Chamber of Commerce.

Montreal—Montreal Board of Trade.

Quebec City—Board of Trade.

St. Catharines—Chamber of Commerce.

Saint John—Board of Trade.

Sarnia—Chamber of Commerce.

Toronto—Can. Manufacturers' Association.

Vancouver—Can. Manufacturers' Association.

Victoria—Dept. of Trade and Industry.

Welland—Board of Trade.

Windsor—Chamber of Commerce.

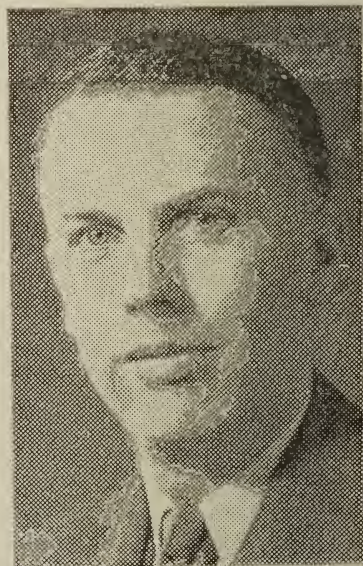
Winnipeg—Can. Manufacturers' Association.

J. C. Depocas, formerly trade commissioner at Buenos Aires, where his territory included Uruguay and Paraguay, commenced his Canadian tour in Fredericton, N.B., on September 9. On the conclusion of his tour, Mr. Depocas will open a new office of the Trade Commissioner Service at São Paulo, Brazil.

Paul Sykes, of Ottawa, formerly Canadian Trade Commissioner in Bombay, has been appointed Canadian Trade Commissioner in Singapore. His territory will include the Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo and the Netherlands East Indies. He will resume his Canadian tour in Toronto on November 11, and will proceed to his new post on its conclusion.

K. F. Noble, formerly trade commissioner at Sydney, where his territory included the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies, commenced his Canadian tour in Ottawa on August 22. On the conclusion of his tour, Mr. Noble will take up the post of trade commissioner at Hong Kong.

L. H. Ausman, who has opened a new office, Trade Commissioner Service, at Leopoldville, Belgian Congo. His territory includes Kenya, Uganda, Tanganyika, Angola and French Equatorial Africa. Mr. Ausman was formerly trade commissioner in New York City.



Their itineraries are as follows—

J. C. Depocas

(Appointed Trade Commissioner at São Paulo)

Vancouver—November 5-14.

Toronto—November 19-22.

Victoria—November 5-14.

K. F. Noble

(Appointed Trade Commissioner at Hong Kong)

Trail—November 5.

Vancouver—November 7-19.

Victoria—November 20-21.

Richard Grew

(Appointed Trade Commissioner at Bombay)

Toronto—October 31-November 12.

Montreal—November 13-26.

Paul Sykes

(Appointed Trade Commissioner at Singapore)

Toronto—November 4-9.

Montreal—November 12-16.

Winnipeg—November 26.

Calgary—November 28.

Vernon—November 29.

Kelowna—November 30.

Vancouver—December 2-14.

Edmonton—December 17.

L. H. Ausman Opens Office at Leopoldville

Leland Herbert Ausman, formerly trade commissioner at the Canadian Consulate in New York City, has opened a new office of the Trade Commissioner Service at Leopoldville, Belgian Congo. The territory covered by this office includes Kenya, Uganda, Tanganyika, Angola and French Equatorial Africa. Temporarily, Mr. Ausman's address is the Hotel Regina, Leopoldville.

Mr. Ausman was born in Toronto, and graduated from the University of Toronto in 1929, with the degree of Bachelor of Commerce. He was employed by the Canadian General Electric Company, the Ontario Provincial Government, the Toronto Municipal Government and the Canada Life Assurance Company.

L. H. Ausman joined the Trade Commissioner Service in 1934, and was posted to Bristol, England, in 1935. He was transferred to New York City in 1942, and promoted to the full rank of trade commissioner at that office in 1945.

Exporters Hold Trade Forum Next Week

Consideration will be given to Canada's export trade and her commercial relations with other countries at the Third Annual Canadian Exporters' Association Forum, one of the features of Foreign Trade Week in Toronto, from November 3 to 9, inclusive. The chairman will be D. P. Hatch, vice-president, Canadian Exporters' Association, and the members of the panel will be G. S. Mathieson, immediate past president, Winnipeg Grain Exchange, representing export management; H. G. Colebrook, general merchandise manager, Robert Simpson Company, Limited, Toronto, representing import management; F. A. Knox, professor of economics, Queen's University, representing the general field of economics; W. F. Bull, director, Export Division, Department of Trade and Commerce, representing government; and N. S. Dowd, executive secretary, Canadian Congress of Labour, representing labour.

Minister Will Discuss Trade Reconstruction

"Canada's Progress in Trade Reconstruction" will be the subject of an address being delivered by the Hon. James A. MacKinnon, Minister of Trade and Commerce, on Friday, November 8, to members of the Canadian Exporters' Association. The Minister will be the principal speaker at a dinner in Toronto, following the annual meeting of the association.

Trade and Tariff Regulations

Brazil Removes Duties on Potatoes and Salt

Rio de Janeiro, October 25, 1946 (FTS).—Table potatoes and coarse or unrefined salt have been added to the list of prime necessities, which are temporarily accorded entry into Brazil free of customs duties and other taxes. A wide range of foodstuffs has already been exempted from duty under a decree-law of August 16, 1946, reported in the September 14 issue of the *Commercial Intelligence Journal*.

India Holds Price Line on Jute Exports

Export prices of jute will continue to be controlled at present levels by the Central Government of India, according to the Jute Export Control Order, enforced from October 1, 1946. This decision was dictated by the Government's desire to ensure an equitable supply of packing materials to the consuming countries at reasonable prices, and to combat any inflationary tendencies. The Government of India is determined to enforce its control over export prices, and to prevent the export of consignments sold above the ceiling prices.

The new order provides that no person shall export jute and jute goods except under a licence issued by the Jute Shipments Co-ordinator. No licence will be granted unless the export price of the raw jute and jute goods is within the range provided for in the schedules to the order of 1945. The commission to shipping agents in India and selling agents abroad must not exceed $2\frac{1}{2}$ per cent and 10 per cent, respectively, of the export price. To ensure compliance with these regulations, the licensing office requires a declaration as to price and commissions paid, and the necessary documents to support this declaration.

Power to control the internal prices of jute and jute goods reverted to the provinces on September 30, 1946, with the expiry of the Defence of India Act and Rules. The Provinces of Bihar, Assam and Orissa are continuing to control these prices at current levels, but Bengal has chosen to decontrol.

Shipments to Peru Require Import Licence

Lima, October 25, 1946 (FTS).—Foreign exchange will not be granted in payment of goods valued at less than \$50 shipped to Peru after November 15, 1946, unless an import licence has been obtained. The effect of this change is that all shipments to Peru, for which foreign exchange is to be issued, will now require an import licence, regardless of the value of the goods.



T ransportation

Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operators, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Montreal

†Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques...	November 9	<i>Fort Grant</i>	Elder Dempster
Lourenco Marques..	November 23	<i>Cambray</i>	Elder Dempster
Africa-South—			
Cape Town.....	November 9	<i>Fort Grant</i>	Elder Dempster
Port Elizabeth.....	November 14	<i>Seaside</i>	Montreal Shipping
East London.....	November 21	<i>Cambray</i>	Elder Dempster
Durban.....			
Argentina—			
Buenos Aires.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Australia—			
Brisbane.....	November 11-21	<i>City of Sydney</i>	M.A.N.Z. Line
Sydney.....			
Melbourne.....			
Adelaide.....			
Sydney.....	November 7-16	<i>Richmond Hill</i>	M. A. N. Z. Line
Melbourne.....			
Belgium—			
Antwerp.....	November 4	<i>Rutenfjell</i>	Brock Shipping Shipping Limited
Antwerp.....	November 13-15	<i>Prins Willem Van Orange</i>	
Antwerp.....	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Antwerp.....	November 14-16	<i>Prins Maurits</i>	Shipping Limited
Antwerp.....	November 15	<i>Marchcape</i>	March Shipping
Antwerp.....	November 20	<i>Beaconsfield</i>	Cunard White Star
Antwerp.....	November 22	<i>Loppersun</i>	Shipping Limited
Antwerp.....	November 25	<i>Mont Sandra</i>	Montreal Shipping
Brazil—			
Rio de Janeiro.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Santos.....			
British Honduras—			
Belize.....	November 12-16	<i>Beresford Park</i>	Saguenay Terminals
Ceylon—			
Colombo.....	November 7	<i>Tapti</i>	McLean Kennedy

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator or Agent
China—			
Shanghai.....	November 10	<i>Collis B. Huntington</i>	Montreal Shipping
Shanghai.....	November 15	<i>City of Lyons</i>	McLean Kennedy
Colombia—			
Barranquilla.....	November 2-7	<i>Dorothy</i>	Saguenay Terminals
Costa Rica—			
Port Limon.....	November 12-16	<i>Beresford Park</i>	Saguenay Terminals
Cuba—			
Havana.....	November 12-16	<i>Beresford Park</i>	Saguenay Terminals
Curaçao.....	November 2-7	<i>Dorothy</i>	Saguenay Terminals
Egypt—			
Alexandria.....	November 7	<i>Tapti</i>	McLean Kennedy
Eire—			
Dublin.....	November 5	<i>Irish Ash</i>	Shipping Limited
Dublin.....	November 14	<i>Lord Glentoran</i>	McLean Kennedy
Dublin.....	November 18	<i>Irish Hazel</i>	Shipping Limited
Dublin.....	November 20	<i>Torr Head</i>	McLean Kennedy
France—			
Channel Ports.....		A Ship	Montreal Shipping
Germany—			
Hamburg.....	November 15	<i>Marchcape</i>	March Shipping
Hamburg.....	November 25	<i>Mont Sandra</i>	Montreal Shipping
Guatemala—			
Puerto Barrios.....	November 12-16	<i>Beresford Park</i>	Saguenay Terminals
Holland—			
Rotterdam.....	November 4	<i>Rutenfiell</i>	Brock Shipping
Rotterdam.....	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited
Rotterdam.....	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Rotterdam.....	November 14-16	<i>Prins Maurits</i>	Shipping Limited
Rotterdam.....	November 15	<i>Marchcape</i>	March Shipping
Rotterdam.....	November 22	<i>Loppersun</i>	Shipping Limited
Rotterdam.....	November 25	<i>Mont Sandra</i>	Montreal Shipping
Rotterdam.....	November 20	<i>Beaconsfield</i>	Cunard White Star
Amsterdam.....			
Hong Kong.....	November 10	<i>Collis B. Huntington</i>	Montreal Shipping
	November 15	<i>City of Lyons</i>	McLean Kennedy
India—			
Karachi.....	November 7	<i>Tapti</i>	McLean Kennedy
Bombay.....			
Madras.....			
Calcutta.....			
Mediterranean—			
Central and	November 15	<i>Mont Rolland</i>	Montreal Shipping
Western Areas....	November 18	<i>Oceanside</i>	Montreal Shipping
	November 25	<i>Mont Gaspe</i>	Montreal Shipping
Mexico—			
Vera Cruz.....		A Ship	Canadian National
Morocco—			
Casablanca.....	November 15	<i>Mont Rolland</i>	Montreal Shipping
Casablanca.....	November 18	<i>Oceanside</i>	Montreal Shipping
Casablanca.....	November 25	<i>Mont Gaspe</i>	Montreal Shipping
Newfoundland—			
St. John's.....	November 6	A Ship	Shaw Steamships
St. John's.....	November 12	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	November 25	<i>Blue Peter II</i>	Montreal Shipping
Corner Brook.....		A Ship	Clarke Steamships

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator or Agent
New Zealand—			
Auckland.....	November 14–25	<i>Samingoy</i>	M.A.N.Z. Line
Wellington.....			
Lyttleton.....			
Dunedin.....			
Northern Ireland—			
Belfast.....	November 17	<i>Fanad Head</i>	McLean Kennedy
Norway.....	November 10	<i>Ravnefjell</i>	Brock Shipping
Panama—			
Cristobal.....	November 12–16	<i>Beresford Park</i>	Saguenay Terminals
Philippines—			
Manila.....	November 15	<i>City of Lyons</i>	McLean Kennedy
Portugal—			
Lisbon.....	November 15	<i>Mont Rolland</i>	Montreal Shipping
Lisbon.....	November 18	<i>Oceanside</i>	Montreal Shipping
Lisbon.....	November 25	<i>Mont Gaspé</i>	Montreal Shipping
Puerto Rico—			
San Juan.....		A Ship	Saguenay Terminals
St. Pierre.....	November 6	A Ship	Shaw Steamships
San Domingo—			
Ciudad Trujillo.....	November 2–7	<i>Dorothy</i>	Saguenay Terminals
Scandinavia			
Baltic Ports.....	November 20	<i>Sparreholm</i>	Swed. Amer. Mexico
United Kingdom—			
Avonmouth.....	November 20	<i>Dorelian</i>	Cunard Donaldson
Avonmouth.....	November 21	<i>Pacific Exporter</i>	Furness Withy
Bristol.....	November 21	<i>Pacific Exporter</i>	Furness Withy
Cardiff.....	November 21	<i>Pacific Exporter</i>	Furness Withy
Glasgow.....	November 9	<i>Delilian</i>	Donaldson Atlantic
Glasgow.....	November 18	<i>Gracia</i>	Donaldson Atlantic
Hull.....	November 10	<i>Bassano</i>	McLean Kennedy
Leith.....	November 11	<i>Cairnesk</i>	Cairn-Thomson
Liverpool.....	November 2	<i>Bayano</i>	Donaldson Atlantic
Liverpool.....	November 6	<i>Port Sydney</i>	Donaldson Atlantic
Liverpool.....	November 14	<i>Lord Glentoran</i>	McLean Kennedy
Liverpool.....	November 17	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	November 19	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	November 20	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	November 25	<i>Cavina</i>	Donaldson Atlantic
Liverpool.....	November 25	<i>Fort Musquarro</i>	Donaldson Atlantic
London.....	November 4	<i>Rutenfjell</i>	Brock Shipping
London.....	November 9	<i>Hillcrest Park</i>	Donaldson Atlantic
London.....	November 9	<i>Beaverlake</i>	Canadian Pacific
London.....	November 15	<i>Beaverdell</i>	Canadian Pacific
London.....	November 20	<i>Beaverglen</i>	Canadian Pacific
Manchester.....	November 7	<i>Manchester Commerce</i>	Furness Withy
Manchester.....	November 12	<i>Manchester City</i>	Furness Withy
Manchester.....	November 19	<i>Manchester Port</i>	Furness Withy
Manchester.....	November 27	<i>Manchester Trader</i>	Furness Withy
Newcastle.....	November 11	<i>Cairnesk</i>	Cairn-Thomson
Swansea.....	November 21	<i>Pacific Exporter</i>	Furness Withy
Uruguay—			
Montevideo.....	November 15–20	<i>Brazilian Prince</i>	Furness Withy

Departures from Montreal—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Venezuela—			
La Guaira.....	November 2-7	<i>Dorothy</i>	Saguenay Terminals
Maracaibo.....	November 12-16	<i>Beresford Park</i>	Saguenay Terminals
West Indies—			
Antigua.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
Antigua.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Antigua.....	November 15-22	† <i>Chomedy</i>	Canadian National
Antigua.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Bahamas.....	November 24	† <i>Cartier Park</i>	Canadian National
Bahamas.....	November 26	<i>Maisonneuve Park</i>	Canadian National
Barbados.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
Barbados.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Barbados.....	November 15-22	† <i>Chomedy</i>	Canadian National
Barbados.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Barbados.....	November 22-24	† <i>Lorne Park</i>	Canadian National
Bermuda.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
Bermuda.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Bermuda.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	November 24	† <i>Cartier Park</i>	Canadian National
Bermuda.....	November 26	<i>Maisonneuve Park</i>	Canadian National
British Guiana.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
British Guiana.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
British Guiana.....	November 15-22	† <i>Chomedy</i>	Canadian National
British Guiana.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
British Guiana.....	November 22-24	† <i>Lorne Park</i>	Canadian National
Dominica.....	November 22-24	† <i>Lorne Park</i>	Canadian National
Grenada.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
Grenada.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Grenada.....	November 15-22	† <i>Chomedy</i>	Canadian National
Grenada.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Guadeloupe.....	November 2-7	<i>Dorothy</i>	Saguenay Terminals
Jamaica.....	November 24	† <i>Cartier Park</i>	Canadian National
Jamaica.....	November 26	<i>Maisonneuve Park</i>	Canadian National
Martinique.....		A Ship	Saguenay Terminals
Montserrat.....	November 22-24	† <i>Lorne Park</i>	Canadian National
St. Kitts.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
St. Kitts.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
St. Kitts.....	November 15-22	† <i>Chomedy</i>	Canadian National
St. Kitts.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
St. Lucia.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
St. Lucia.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	November 22-24	† <i>Lorne Park</i>	Canadian National
St. Vincent.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
St. Vincent.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
St. Vincent.....	November 15-22	† <i>Chomedy</i>	Canadian National
St. Vincent.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	Oct. 26-Nov. 4	† <i>Alcoa Cutter</i>	Alcoa Steamships
Trinidad.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Trinidad.....	November 15-22	† <i>Chomedy</i>	Canadian National
Trinidad.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	November 22-24	† <i>Lorne Park</i>	Canadian National

Five Oil Pipelines Planned From Hedjazi

Cairo, September 15, 1946 (FTS).—Five pipelines, connecting the Hedjazi oilfields (Saudi Arabia) and the Mediterranean, are planned. These will pass through Palestine and terminate at Akaba, Haifa, Gaza, el-Arish and Suez, respectively.

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the foregoing table, the following departures are listed by operators:—

Destination	Loading Date	Vessel	Operator or Agent
Iceland— Reykjavik.....	.....	A Ship	F. K. Warren
Newfoundland— St. John's.....	November 1-3	<i>Savoy</i>	Furness Withy
St. John's.....	November 15-18	<i>Fort Amherst</i>	Furness Withy
United Kingdom— Liverpool.....	November 4	<i>Scythia</i>	Cunard White Star
Liverpool.....	November 16	<i>Pacific Enterprise</i>	Furness Withy
Southampton.....	November 10	<i>Aquitania</i>	Cunard White Star
West Indies— Bermuda.....	November 5-8	<i>Fort Townshend</i>	Furness Withy

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenco Marques..	December 1-10	<i>Fantee</i>	Elder Dempster
Lourenco Marques..	December 14-23	<i>Cargill</i>	Elder Dempster
Lourenco Marques..	December 22-31	<i>Tarkwa</i>	Elder Dempster
Africa-South— Cape Town.....	December 1-10	<i>Fantee</i>	Elder Dempster
Port Elizabeth.....	December 14-23	<i>Cargill</i>	Elder Dempster
East London.....	December 22-31	<i>Tarkwa</i>	Elder Dempster
Durban.....			

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, loading berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenco Marques..	.....	A Ship	North Pacific Shipping
Africa-South— Cape Town.....	.....	A Ship	Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
Argentina— Buenos Aires.....	Early November	A Ship	Empire Shipping
Buenos Aires.....	November	<i>Hardanger</i>	Empire Shipping
Australia— Brisbane.....	Late November	<i>Lautoka</i>	W. R. Carpenter
Sydney.....			
Melbourne.....			
Sydney.....	November 10	<i>Yarrawonga</i>	Empire Shipping
Melbourne.....	November 15	<i>Waitemata</i>	Canadian Australasian
Newcastle.....	December	<i>Parrakoola</i>	Empire Shipping
Sydney.....	November 27	<i>Wanganella</i>	Canadian Australasian

Departures from Vancouver—Con.

Destination	Loading Date	Vessel	Operator or Agent
Brazil— Rio de Janeiro..... Recife.....	.....	A Ship	Balfour Guthrie
Burma— Rangoon.....	.....	A Ship	Dingwall Cotts
China— Shanghai..... Shanghai..... Shanghai..... Taku Bar.....	Mid-November Mid-December Mid-November	<i>Roseville</i> <i>Mongabarra</i> <i>Vingnes</i>	Balfour Guthrie Empire Shipping Empire Shipping
Colombia— Cartagena.....	.....	A Ship	Balfour Guthrie
Curaçao.....	.....	A Ship	Balfour Guthrie
Egypt— Alexandria.....	Late November	<i>Socrates</i>	Empire Shipping
France— Marseilles..... North Coast.....	Late November December	<i>Socrates</i> A Ship	Empire Shipping Empire Shipping
Greece— Piraeus.....	Late November	<i>Socrates</i>	Empire Shipping
Hawaii— Honolulu.....	.....	A Ship	Dingwall Cotts
Hong Kong.....	Mid-November	<i>Roseville</i>	Balfour Guthrie
India— Bombay.....	.....	A Ship	Dingwall Cotts
Italy— Genoa.....	Late November	<i>Socrates</i>	Empire Shipping
Mexico.....	.....	A Ship	Gardner Johnson
Netherlands Indies.....	.....	A Ship	Dingwall Cotts
New Zealand— Auckland..... Wellington..... Auckland..... Wellington..... Lyttleton.....	November 15 	<i>Waitemata</i> A Ship	Canadian Australasian Canadian Australasian
Palestine— Haifa.....	Late November	<i>Socrates</i>	Empire Shipping
Philippines— Cebu..... Iloilo.....	Mid-November	<i>Roseville</i>	Balfour Guthrie
South Africa.....	.....	A Ship	Canadian Transport
South America— East Coast.....	November 22	<i>Westwind</i>	Balfour Guthrie
South Sea Islands— Papeete..... Rarotonga.....	November 15	<i>Waitemata</i>	Canadian Australasian
Straits Settlements.....	.....	A Ship	Dingwall Cotts
Sweden.....	.....	A Ship	Gardner Johnson
United Kingdom— Glasgow.....	.....	A Ship	Donaldson Line

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
<i>Con.</i>			
Liverpool.....		A Ship	Furness Pacific
London.....		A Ship	Furness Pacific
Uruguay—			
Montevideo.....		A Ship	Balfour Guthrie
Venezuela—			
Puerto Cabello.....		A Ship	Balfour Guthrie
West Indies—			
Jamaica.....		A Ship	Canada Shipping
Trinidad.....		A Ship	Balfour Guthrie

Postal Information

U.K. Relaxes Gift Parcel Regulations

London, October 16, 1946 (FTS).—Regulations governing gift parcels arriving in the United Kingdom from abroad were relaxed by the Board of Trade on October 14. There is no longer any restriction on the number of parcels that may be sent to individuals in the United Kingdom, and the maximum weight limit on such gift parcels, whether sent by post or otherwise, has been increased to 22 pounds. Within this maximum, no further weight restriction will be imposed on the amount of individual foodstuffs or other goods that the parcels may contain. These concessions apply only to parcels which are bona fide unsolicited gifts, clearly marked as such, and not imported as merchandise or for sale. They do not apply to parcels containing arms and ammunition, plumage, dangerous drugs, or other articles, the import of which was subject to special legislative prohibition or restriction before the war. Nor do they affect the lower weight limits imposed by certain countries on the dispatch of parcels.

This concession from import licensing does not relieve parcels from liability to any appropriate customs duty and/or purchase tax on arrival in the United Kingdom, nor from observance of any Canadian export permit regulations to which the goods may normally be subject. Under Canadian postal regulations, parcel post packages for the United Kingdom are limited to 20 pounds gross weight.

Parcel Post Insurance Service Suspended

Insurance on parcels mailed to Eritrea, Ethiopia and the Faroe Islands has been suspended.

Vancouver Fishing Vessels Bound for Yugoslavia

Three fishing vessels will leave Vancouver in the near future for the Adriatic, where they will join the Yugoslavian purse-seine fleet and assist in furnishing foodstuffs for the people of that country. These craft, which were built and equipped by the Falconer Marine Industries, Limited, have a length of fifty-seven feet and are powered with Diesel engines. Their long journey will be made through the Panama Canal as part of the deck cargo of a freighter to load in Vancouver for Mediterranean ports. They were purchased on behalf of UNRRA by the Canadian Commercial Corporation on a strict tender basis.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in making shipments to countries outside the sterling area, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations Oct. 21	Nominal Quotations Oct. 28
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2445	.2448
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0541	.0541
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
China.....	Dollar	....	.0003	.0003
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2084
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3770	.3770
Netherlands East Indies.....	Florin	....	.3766	.3766
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2785	.2785
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0035	.0035
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5670).

Commodity Officers—

Foods—

Live stock and products, fish and products, H. A. Gilbert (2380).

Plants and products, G. F. Clingan (7523).

Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals—

Iron and steel products, E. L. Smith (4082).

Non-ferrous metals and non-metallic minerals, A. M. Tedford (6974).

Chemicals and allied products, S. G. Barclay (7886).

Machinery and industrial equipment, C. J. Gardner (4082).

Electrical machinery and equipment, A. S. MacRae (7601).

Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber—

Textiles and apparel, G. R. Poley and J. U. Curtis (3004).

Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper—

Wood and products, G. H. Rochester (6974).

Paper and products, E. Clarke and N. R. Chappell (6974).

General Products—

General products, W. H. Grant (3209).

Miscellaneous products, P. G. Jones (4160).

Durable consumer-goods, W. H. Grant (3209).

Token Shipments to U.K.—W. H. Black (5670).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417); Assistant Director, C. F. McGinnis (7163).

Raw Materials Section—Chief, C. F. McGinnis (7163); (Supply Research), A. C. Fairweather (6905), P. E. Jensen (6958), and M. C. Hughes (6958); (Trade Controls), W. G. Hopkins (6552).

Manufactured Goods Section—H. B. Scully and G. C. Clarke (6519).

Trade Services Directory—A. J. Langdon (6905).

Canadian Importers' Directory—Miss M. E. Adams (6552).

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5830).

Commercial Relations Division—Director, H. R. Kemp (5151); Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819).

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, Chief, S. L. Tilley (6588).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in thirty-three British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA (5091).

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—Excredcorp (2-4828).

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries (7818).

Canadian Trade Commissioners

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—

Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

E. H. MAGUIRE, Acting Commercial Secretary. Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).
Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.1.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

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Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

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Territory includes Netherlands West Indies.

Commercial Intelligence Journal



Vol. LXXV

OTTAWA, NOVEMBER 9, 1946

No. 2232



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The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

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COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, NOVEMBER 9, 1946

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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Summary of Service to Traders (Inside Back Cover)	

COVER SUBJECT—Steel, the basis of many Canadian manufactures and that of exports other than products of Canadian fields, forests and fisheries, rolls again. Production of steel ingots in this country for the first nine months of 1946 amounted to 1,687,621 net tons, compared with 2,135,314 net tons in the corresponding period last year. The average daily output in September was 2,378 tons, compared with 6,321 tons in the same month last year and with 8,119 net tons in May, 1946, the highest daily average this year.

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Exporters Assemble in Toronto For Third Annual Convention

"Foreign Trade Week" sponsored by Canadian Exporters' Association—Outstanding authorities discuss commercial relations with other countries—Interest aroused in forthcoming Canadian International Trade Fair.

Canada's foreign trade was the subject of discussion this week in business circles throughout Toronto, where the Canadian Exporters' Association held its third annual meeting and convention on Friday. This, however, was known in the Queen City as "Foreign Trade Week", commencing with an inaugural ceremony last Monday in the City Hall, where Mayor Saunders extended a welcome to traders. Provision was made for twenty-nine talks on Canada's commercial relations with other countries to be delivered to service clubs and in secondary schools.

Interest Displayed In Forthcoming Trade Fair

Much interest was displayed in the forthcoming Canadian International Trade Fair, especially as facilities of the Canadian National Exhibition in Toronto will be available for this, the first gathering of its kind in Canada. Although the doors will not be flung open to manufacturers and producers of the world until May 31, 1948, preliminary plans for this trade fair have already been made. Invitations have been printed, and will be distributed by the Canadian Government Exhibition Commission in the near future.

Arrangements were made by the Canadian Exporters' Association for J. C. Tweedell, President of the Export Managers' Club of New York, to address its members at luncheon in the Royal York Hotel on Friday, his subject being "New Horizons in World Trade". Hon. James A. MacKinnon, Minister of Trade and Commerce, was scheduled to discuss "Canada's Progress in Trade Reconstruction" at a banquet in the evening.

Authorities Discuss Trade Problems

"One-third of Your Dollar Comes from Canada's Trade Abroad" was selected as the theme for this foreign trade conference, at which a wide range of pertinent subjects was discussed. Provision was made for the presentation of opinions by five outstanding authorities on Friday afternoon, representing government, labour, export management, import management and economics. Norman Dowd, executive secretary, Canadian Congress of Labour, was invited to sit on the panel and to outline the problems of labour. George S. Mathieson, immediate past president, Winnipeg Grain Exchange, was scheduled to represent export management, and H. G. Colebrook, general merchandise manager, The Robert Simpson Company, Limited, to represent import management. W. F. Bull, director, export division, Department of Trade and Commerce, was in a position to discuss the administration of government policies, as these pertained to the export trade, while F. A. Knox, professor of economics, Queen's University, was invited to discuss some of the economic influences to which international commerce is presently subjected.

Belgian Congo Is Fertile Field For Canadian Manufactures

Recently appointed trade commissioner declares that knowledge of Canada in Congo compares with that of Congo in Canada — British films being distributed through three circuits—War installations fully utilized for peaceful purposes.

Pictorial Canada may be presented to people of the Belgian Congo, British East Africa, British West Africa and French Equatorial Africa, if plans of L. H. Ausman, Canadian Trade Commissioner at Leopoldville, to show Canadian films in his territory should mature. Little time has been lost since his arrival and establishment of a new office in assessing the importance of films in arousing the interest of prospective purchasers in Canadian products. The creation of goodwill as a prerequisite of close commercial relations is well understood, and the presentation of a clear conception of conditions in this country can assist in achieving this aim. Reports from Mexico City testify to the educational value of Canadian films distributed in that country.

British Distribute French-language Newsreel

Writing from Leopoldville on October 17, Mr. Ausman explains that a French language newsreel, entitled "Actualities Olympiques", is distributed regularly throughout the Belgian Congo by the British Consulate in that city. This is sold to the exhibitors, by whom it is distributed to moving picture theatres in their respective circuits. The largest of three circuits operates a chain of cinemas using 35 mm. film, a second uses 16 mm. films, while the third embraces a group of open-air theatres for the Africans, sponsored by the Service d'Information. The first two chains cater exclusively to the European population, which numbers about 5,000 in Leopoldville, and about 30,000 in the Congo as a whole. The majority are Belgians, though there are a number of Portuguese, Greek, Swiss, Americans, British and South Africans.

Congo Was Considered Second Line of Defence

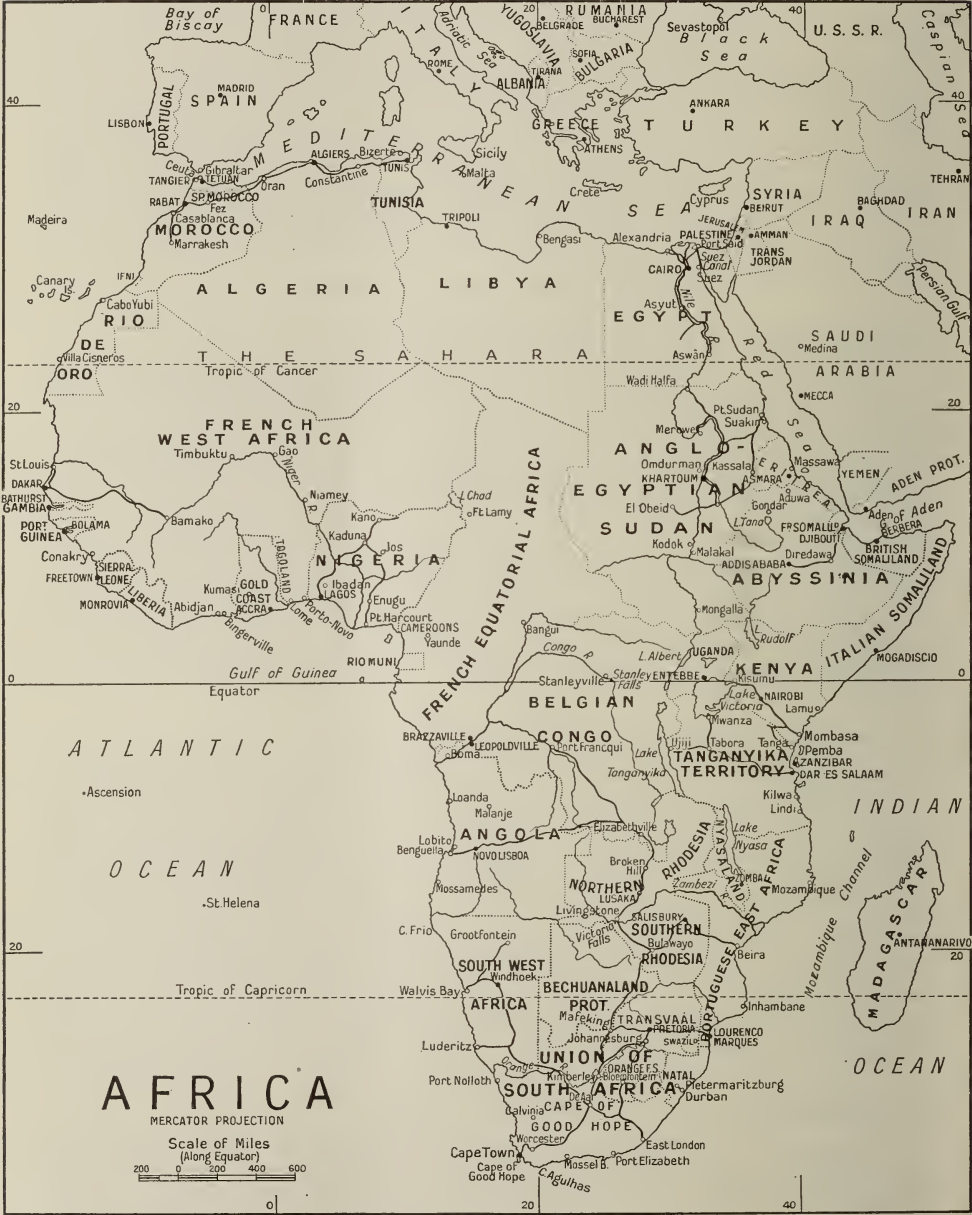
The importance of presenting the British way of life in the Belgian Congo was appreciated early in the war, when it was deemed essential to keep that country actively in the war. The valuable resources of the Congo were essential to the war effort, and its strategic position was a potential line of defence. It is now known that, had the North African campaign resulted in the occupation of Egypt by the enemy, defensive positions would have been taken up along the Congo River and a line extending into Kenya. It was with this end in view that many American troops were sent to the Congo, resulting in their construction of huge camps, hospitals, airdromes and a wireless station. These facilities are now being used by the local authorities, Mr. Ausman writes, and are up-to-date.

"British House" Centre of Social Activities

British Council headquarters was established in Leopoldville, where attractive premises were secured. Here were provided a library, reading room with periodicals, an information service and social facilities. Following the conclusion of hostilities, this establishment was named "British

House”, serving as a source of British information and a centre for British activities of a social nature. For example, dances and social evenings are organized from time to time, lessons in English are given and at least one British-Belgian club or association holds its meetings there. Certain types of films are shown to selected groups.

Mr. Ausman writes: “My first impression is that Canada is as little known here as the Congo is in Canada. Any publicity we attempt, therefore, should show Canada in a favourable light, as it will fall on fertile ground, in which inaccurate seeds have not yet been planted.”



Canadian Geographical Society Map

Kenya and Uganda Favoured as Market and Source of Supply

Trade possibilities of vast area, with large native population, recognized by South Africa—Imports from Canada relatively small — Favourable trade balance highest on record.

By J. H. English, Commercial Counsellor for Canada

Johannesburg, October 21, 1946.—Canadian exporters and importers might well direct their attention to Kenya and Uganda as a market for manufactures and a source of certain raw materials. The trade possibilities of this vast area, having a large native population, have been recognized by commercial interests of South Africa, who recently sent a trade mission to British East Africa in order to ascertain the requirements of its populace and to create goodwill for the Union and a desire for its products.

Imports from Canada Relatively Small

Canada's position, as a source of supply, declined during 1945, imports from the Dominion having represented only 0·8 per cent of the total, as compared with 1·7 per cent during the previous corresponding period. Purchases from Canada comprised box board, valued at £27,707; vehicles, valued at £22,748; machinery, valued at £22,081; and stationery and other paper products, valued at £21,777.

Favourable Trade Balance Enjoyed

Kenya and Uganda enjoyed favourable conditions during 1945, and a favourable trade balance of £4,730,000, which was the largest on record. This reflects a satisfactory export position, combined with the inability of other countries to furnish sufficient consumer goods. The total value of external trade for this colony and protectorate was 6 per cent higher than in 1944. As indicated in the table below, this is due to the increase in exports, which were 19·5 per cent higher than in 1944. Imports declined 8·5 per cent from the previous year.

External Trade of Kenya and Uganda

	1943	1944 (£.000,000)	1945
Imports	£14.6	£15.7	£14.5
Exports	13.8	16.1	19.2
Total	£28.4	£31.8	£33.7

Maize and Coffee Prices Higher

The increase in the total value of exports may be considered as indicating a larger volume of shipments in 1945, though prices paid for coffee and maize were higher. There was some decline in the prices of certain commodities imported during the year. Cotton piece-goods, for example, could be purchased for 27½ cents per yard in 1945, compared with 36 cents in 1944. The price was lower in 1941, however, being only 11½ cents a yard. A reduction in freight rates and marine insurance contributed to the lower value of imports. Present prices are almost double those prevailing before the war.

Supply Situation More Satisfactory

The decrease in the total value of imports, compared with that of 1944, must be linked with the fact that the purchase price of imported commodities was higher. This indicates that the wartime shortage of consumer goods has improved to some extent. It is assumed that this recovery will continue, and that the requirements of the large native population in British East Africa will more nearly be filled in 1947. If this assumption holds true, continued prosperity will prevail. Essential imports for the agricultural industry have been in reasonable supply, although lower than in 1944. Surplus war stocks of trucks, tractors, cars, spares and tires have been absorbed into civilian use, thus easing the heavy demand, especially with respect to transport.

U.K. Principal Source of Supply

The United Kingdom contributed 28.4 per cent of the total imports in 1945, representing an increase of 5.6 per cent over 1944, but a decrease of some 12 per cent from prewar figures. The proportion of imports from India dropped from 25.1 per cent in 1944 to 16.4 per cent in 1945, due to a decline in the volume of piece-goods brought into the territory. South Africa raised her contribution by 2 per cent, now representing 15 per cent of the total. Imports from the United States were 15.3 per cent of the whole.

Cotton and Coffee Principal Exports

The principal exports of Kenya and Uganda during 1945 were: Cotton, £7,026,000; coffee, £1,802,000; pyrethrum, £793,000; sisal fibre and tow, £761,000; tobacco, £685,000; maize, £458,000; sodium carbonate, £350,000; and gold, £321,000.

United States Admits Lumber and Timber Products Duty-Free

Emergency action taken as result of material shortages for construction of veterans' housing—List of affected items yet to be announced.

Washington, D.C., October 31, 1946 (FTS).—Effective October 25, 1946, all lumber, timber and timber products, declared by the National Housing Expediter to be suitable for the construction or completion of housing accommodation, may be admitted duty-free into the United States. An order to this effect was issued by the President, who declared in his proclamation that an emergency existed, and that the duties would be suspended so long as the veterans' housing program of 1946 was in effect, or until such time as the emergency was declared to be ended. The list of items affected by the proclamation has not been officially announced, pending final recommendations by the National Housing Administration.

(Editor's Note.—Two articles on the housing situation in the United States appeared in the *Commercial Intelligence Journal* on September 14 and 28.)

South-West African Persian Lamb Creates Record at Fur Auction

Highest average ever realized at London sales—Russian fur skins aroused considerable interest—Quotations announced by Hudson's Bay Company generally lower—Substantial clearances recorded, despite reductions.

By A. E. Bryan, Commercial Counsellor for Canada

London, October 18, 1946.—South-West African Persian lamb was catalogued for the first time since the war at the London Raw Fur Auctions, which finished on October 4, rather sooner than expected. This offering attracted considerable attention. Realizations for the main bulk of the collection were approximately equal to market prices recently current in London and New York, but higher prices for the spotted skins and for the best grades resulted in an average realization of 56s. 6d. per skin, as yet the highest average ever realized at public auction.

Substantial Clearances Occurred

The quality of furs offered for sale was up to the usual standard for the time of year, but on average the quantities were moderate. Some reductions were expected from the high prices recorded in May. While these occurred, clearances were substantial, particularly of beaver, musquash, otter, white fox, marten and ermine. American staples were in poor demand. Good colour black and short-stripe skunk are wanted for the Continent, but these were hardly to be found in the end-of-season collection offered on this occasion. The opossum still has to find its new price level, following the falling-off in demand as a result of the virtual abolition during the summer of the British Utility Fur Apparel Scheme.

France and other Continental countries, the United States and England were well represented. The more reasonable levels now established for Canadian furs should be helpful in the maintenance of business in good volume, and in the establishment of prices for the coming season.

Hudson's Bay Company Quotations Lower

The following official quotations, announced by the Hudson's Bay Company, indicate the general trend since their May auction in the demand and purchase price for Canadian raw furs, which largely comprised skins taken in the wild: Beaver, 20 per cent lower; otter, $7\frac{1}{2}$ per cent lower, blue fox, mainly withdrawn; red fox, 20 per cent lower; marten, 5 per cent lower; Persian lamb (South-West African), 100 per cent sold, very firm; Indian lamb, best unchanged, others neglected; lynx, neglected; ermine, $7\frac{1}{2}$ per cent lower; badger, neglected; opossum, neglected; musquash, $7\frac{1}{2}$ per cent lower; fisher, firm where sold; cross fox, $17\frac{1}{2}$ per cent lower; white fox, 10 per cent lower; wild mink, 25 per cent lower; ranch mink, 10 per cent lower; wolf, mainly withdrawn; Canadian squirrel, 15 per cent lower; skunk, neglected; raccoon, mainly withdrawn.

At the next series of London auctions, which are scheduled to start on October 21, silver fox and kindred skins only will be offered. These will be placed "on show" in the Hudson's Bay Company and Anning's warehouses, respectively, until the auctions are finished.

Russian Fur Skins Aroused Much Interest

The first postwar consignments of Russian fur skins were auctioned by Anning, Chadwick and Kiver, Limited, on October 7 and 8, creating considerable interest. Buyers were either present or represented from Canada and other Dominions, the United States, South America, Norway, Sweden, Denmark, Holland, Belgium, France, Switzerland and Turkey. They consisted of raw and dressed and dyed skins, together with the various types of sacs, linings and plates. The general quality showed a definite improvement on previous standards of Russian goods, particularly with regard to dressed and dyed skins and plates, etc. As a result of the world-wide interest, competition was keen, and large clearances were effected, particularly in ermine, pony, raw Persian, dressed and dyed Persian and Metis lamb skins, squirrel back sacs, vintom, etc., linings, Persian, Metis, Merlushka, mole and rabbit plates. The demand for long-haired furs being still very restricted, certain articles, particularly fox skins, had to be withdrawn almost in their entirety.

Continental Countries Buy Heavily

Extensive purchases were made by Belgium, Switzerland and Scandinavia, while South America, Canada and France bought to a lesser degree. American competition was lower than desired, and the home trade confined its purchases to limited quantities of sacs, linings and plates, and to a lesser degree raw furs. Offerings of furs from other countries consisted, as is usual at this time of year, of lots remaining over from last season. Taking this fact into consideration, results were on the average satisfactory, although values were from ten to twenty per cent cheaper than during the last auctions.

The return of Russian goods to this market is another indication that England is regaining the position she occupied before the war as the leading fur market of the world.

Locomotives and Railway Cars Feature Exports This Year

Bulk of shipments made to Belgium, though South Africa bought Canadian coaches—Wheat flour exports five times prewar values—South American countries buy sewing-machines.

By D. H. Fullerton, Research and Development, Dominion Bureau of Statistics

Ravages of war, including the destruction of transport, have produced a heavy demand for locomotives and railway cars, of which Canada has shipped vehicles valued at over \$46 millions during the first nine months of the current calendar year. Exports before the war were negligible. Belgium has been the best customer for Canadian locomotives and railway cars, though heavy purchases have been made by India to replace equipment worn out during the war. Limited numbers of locomotives and parts have been forwarded to Trinidad, Jamaica and Netherlands Guiana, while South Africa and Newfoundland have secured railway cars from Canada.

Substantial Change In Trade Structure

Canada's export trade in the first nine months of 1946 differs substantially, both structurally and in volume, from that of last year and the three years immediately preceding the outbreak of hostilities in 1939. The recorded value of exports for the first nine months of this year has declined from that for the corresponding period of 1945, due to cessation in the flow of war materials to the theatres of war. Total shipments of goods specifically listed as war supplies have decreased in value by approximately \$968 millions, whereas the aggregate value of Canada's exports for the period under review was lower by only \$853 millions.

Newsprint Exports Up Fifty Per Cent

Mention should be made of the fact that Canada's grain elevators were emptied early in the crop year, and that the total value of wheat shipments declined by nearly \$150 millions. On the other hand, widespread increases were achieved in many items. Newsprint headed the list, with exports of \$187 millions, representing an advance of 50 per cent over those for the corresponding period last year. In evaluating this increase, due credit should be given of course to the series of price advances that have taken place in the period under review.

Wheat Flour Shipments Five Times Prewar Values

For purposes of comparison, it is interesting to note that the value of almost every main commodity exported during the first nine months of 1946 exceeds that for the same items during the twelve-month average for 1937-39. In many cases, the increase must be attributed to rising prices, but some startling changes are shown. Wheat flour shipments in 1946 are already five times the value of those in the 1937-39 average twelve-month period. Exports of wood pulp, automobiles and trucks have more than doubled. One of the most significant changes is in the movement overseas of railway equipment, as previously mentioned. Shipments of aluminum are 50 per cent higher than the 1937-39 average. The increase in exports of manufactures is particularly impressive. If continued at the present level, these will reduce substantially Canada's dependence on her exports of raw materials to maintain a favourable balance of trade. The principal export items, with comparable figures for 1945 and 1937-39, are listed below:

Principal Canadian Exports

	Jan.-Sept. 1946	Jan.-Sept. 1945 (\$,000,000)	Jan.-Dec. 1937-39
1. Newsprint	\$187.4	\$129.5	\$115.6
2. Wheat	167.5	310.3	107.6
3. Wheat flour	97.2	74.8	19.3
4. Wood pulp	82.8	79.3	33.5
5. Planks and boards	79.3	69.1	43.4
6. Fish	63.7	60.3	27.8
7. Bacon, hams	51.6	77.5	32.3
8. Locomotives and railway cars	46.1	28.0	0.3
9. Automobiles and trucks	45.8	193.5	22.9
10. Nickel	41.6	43.8	56.4
11. Aluminum	33.5	97.1	22.1
12. Furs	28.7	20.2	15.4
13. Alcoholic beverages	26.8	20.5	13.4
14. Fertilizers	24.3	21.4	7.6
15. Farm implements	22.9	15.4	8.2

U.S. Replaces U.K. As Canada's Best Customer

A study of the geographical distribution of Canada's export trade in the first nine months of 1946 reveals some interesting changes, particularly if the 1946 figures are compared with those of the prewar period. The United States has replaced the United Kingdom as Canada's best customer. Exports to the United States in the period under review were valued at \$616 millions, as compared with \$233 millions during the corresponding nine months of 1939. Exports to the United Kingdom were valued at \$433 millions and \$244 millions, respectively, during the same periods.

Exports to South Africa Four Times 1939 Level

Exports to South Africa are nearly four times the 1939 level, the chief items being wheat, flour, lumber, automobiles and railway cars. Countries in receipt of Canadian loans under the Export Credits Insurance Act are obtaining Canadian commodities in much larger volume than before the war. The following list indicates the countries chiefly concerned, and the principal items being shipped to each:

Exports to Countries in Receipt of Credits

	Jan.-Sept. 1946 (\$,000,000)	Jan.-Sept. 1945	Principal Exports
France	\$54.9	\$ 8.1	Trucks and parts, ships, base metals and food.
Belgium	54.9	11.3	Locomotives and railway cars.
China	29.4	3.2	UNRRA donations, trucks, ships and munitions.
Netherlands	25.4	10.0	Wool clothing, trucks and parts, and lead.
Norway	14.5	8.3	Wheat, flour, nickel and ships.

Shipments to Latin America Increased Three-Fold

Canadian exports to Latin American countries are more than three times the prewar level, a much wider variety of commodities being shipped at this time. Certain products are in fairly general demand in all these countries, the most important being newsprint, flour, wheat, rubber tires, sewing-machines and trucks. The following is a list of the principal Latin American customers for Canadian commodities, and the main items purchased by each:

Exports to Latin American Countries

	Jan.-Sept. 1946 (\$,000,000)	Jan.-Sept. 1937-39	Principal Exports
Brazil	\$14.7	\$ 4.3	Flour, newsprint, sewing- machines and ships.
Venezuela	8.6	1.4	Trucks, flour and rubber products.
Argentina	8.3	5.4	Newsprint and sewing- machines.
Mexico	7.6	2.9	Newsprint, leather, pulp and farm machinery.
Colombia	6.6	1.5	Wheat, trucks and news- print.
Cuba	3.9	1.5	Newsprint and seed potatoes.
Chile	2.6	0.8	Newsprint and rubber products.
Peru	2.0	1.1	Newsprint, wheat and rubber products.
Uruguay	1.4	0.3	Newsprint.
Parama	1.2	0.3	Newsprint and flour.

Canadian Domestic Exports, by Commodities

Articles Exported	September 1945	September 1946	January-September 1945 1946	
	(Thousands of Dollars)			
AGRICULTURAL AND VEGETABLE PRODUCTS.	67,772	33,772	576,410	391,782
Fruits	3,488	2,420	11,293	5,602
Fruits, fresh	2,939	2,119	7,824	3,978
Apples, fresh	11	264	2,040	963
Fruits, dried	18	....	1,153	35
Apples, dried	18	....	1,152	12
Fruits, canned	489	301	1,308	1,298
Fruit juices and fruit syrups.....	42	....	1,008	291
Nuts	5	....	180	38
Vegetables	614	609	14,152	9,586
Vegetables, fresh	380	320	7,155	2,455
Potatoes (except seed)	86	71	5,349	754
Vegetables, dried	46	....	4,491	3,345
Vegetables, canned	130	268	1,693	3,296
Pickles, sauces and catsups.....	58	20	813	490
Grains	48,123	11,591	375,149	186,616
Barley	1,697	126	21,677	442
Wheat	43,572	9,110	310,320	167,508
Milled products	7,726	11,380	82,243	103,449
Flour of wheat	7,140	10,831	74,779	97,179
Prepared foods and bakery products...	208	325	1,897	2,161
Biscuits and bread	65	29	844	211
Cereal foods, prepared	58	83	582	611
Farinaceous products	490	441	3,227	5,302
Vegetable fats, edible	148	159	1,038	1,320
Sugar and products	659	530	9,207	2,477
Sugar (refined)	63	22	2,622	90
Vegetable products, other, mainly food.	194	421	1,815	2,516
Beverages, alcoholic	2,304	2,918	20,529	26,753
Ale, beer and porter	326	302	3,890	3,496
Beverages, distilled	1,973	2,613	16,549	23,214
Whisky	1,835	2,480	15,765	21,619
Wines	5	3	90	42
Balsam	9	9	38	40
Oil cake and oil cake meal.....	2	....	18	58
Oils, vegetable, not edible.....	103	57	1,699	2,379
Linseed and flaxseed oil.....	103	38	1,636	2,146
Plants, shrubs, trees and vines.....	6	26	66	178
Rubber	1,936	1,339	26,685	15,981
Pneumatic tire casings.....	274	25	10,707	4,436
Inner tubes	45	....	976	612
Seeds	207	265	12,061	8,969
Seed potatoes	73	151	3,218	2,726
Tobacco	235	116	7,211	4,944
Tobacco, unmanufactured	139	90	6,204	4,582
Vegetable products, other, not food...	1,264	1,166	7,900	13,413
Hay	343	170	1,213	2,432
ANIMALS AND ANIMAL PRODUCTS.....	28,531	30,064	284,666	271,919
Animals, living	1,463	2,618	11,988	17,834
Cattle (except for stock).....	692	972	5,419	8,227
Bones, horns and hoofs	19	47	212	223
Fish and fishery products, n.o.p.....	9,150	8,037	60,306	63,720
Fish, fresh and frozen.....	4,316	3,658	35,009	32,022
Fish, dried, salted, pickled, smoked..	811	1,435	8,182	9,285
Fish, canned or preserved.....	3,985	2,843	16,930	21,863
Furs	1,087	2,637	20,193	28,676
Undressed furs	997	2,560	19,410	27,626
Hair and bristles	44	78	584	949
Hides and skins, raw	24	45	200	1,439
Leather, unmanufactured	292	549	2,949	5,172
Leather, manufactured	306	695	2,537	6,913
Meats	7,425	7,210	119,549	96,940
Bacon, hams, shoulders, sides.....	4,312	4,132	77,487	51,603
Milk and products	6,417	6,935	26,392	25,416
Butter	153	266	1,497	1,474
Cheese	5,437	5,204	17,497	15,707
Animal oils, fats, greases and wax....	275	51	4,500	1,708
Animal products, other	2,028	1,160	35,258	22,930
Eggs in the shell	319	775	11,021	10,127
Eggs, processed	1,487	148	21,951	10,601

Canadian Domestic Exports, by Commodities—Continued

Articles Exported	September 1945	September 1946	January-September 1945	January-September 1946
	(Thousands of Dollars)			
FIBRES, TEXTILES AND TEXTILE PRODUCTS.	4,316	3,278	46,148	42,947
Cotton	468	709	7,777	7,815
Cotton fabrics	297	399	3,922	3,744
Flax, hemp and jute	133	96	1,411	2,225
Fibre and tow	102	45	1,123	1,519
Wool	2,620	939	14,863	16,685
Wool, raw	213	85	2,693	1,238
Artificial silk	459	763	7,743	5,798
Fabrics, artificial silk	75	345	1,040	1,907
Fibres and textiles, other	636	771	14,355	10,422
WOOD, WOOD PRODUCTS AND PAPER.	44,052	54,205	353,205	433,035
Wood, unmanufactured	14,923	22,371	119,095	137,173
Logs	135	135	1,939	2,070
Planks and boards	8,230	13,706	69,135	79,305
Timber, square	61	52	674	608
Shingles	620	1,239	6,007	7,199
Pulpwood	2,702	2,608	17,230	20,985
Wood, manufactured	9,380	9,917	83,068	88,461
Wood pulp	8,923	9,313	79,306	82,750
Paper	19,376	21,405	147,450	202,865
Newsprint paper	17,291	19,559	129,520	187,391
Books and printed matter	372	512	3,592	4,536
IRON AND ITS PRODUCTS.	29,050	10,842	500,369	180,918
Iron ore	472	811	1,926	2,912
Ferro-alloys	1,461	272	12,406	6,821
Pigs, ingots, blooms, billets	335	....	3,549	3,147
Scrap iron	33	8	296	139
Castings and forgings	95	147	6,198	1,317
Rolling mill products	651	331	8,335	5,563
Pipes, tubes and fittings	117	73	2,298	960
Wire	251	44	2,243	640
Chains	55	19	180	141
Engines and boilers	1,455	125	15,837	21,997
Farm implements and machinery	1,740	1,392	15,393	22,876
Hardware and cutlery	341	315	3,076	3,155
Machinery (except agricultural)	1,297	1,035	15,584	9,802
Stamped and coated products	12	32	210	283
Tools	155	96	1,335	832
Vehicles, chiefly of iron	18,481	5,795	324,250	93,359
Automobiles, freight	9,480	2,020	193,454	35,556
Automobiles, passenger	12	2,009	52	10,288
Automobile parts	3,916	684	91,217	16,145
Iron products, other	2,098	347	87,253	6,974
NON-FERROUS METALS AND THEIR PRODUCTS	22,677	18,869	275,438	182,129
Aluminium	11,155	4,437	107,224	38,306
Bars, blocks, ingots, blooms	10,586	4,087	97,123	33,515
Brass	208	190	3,628	2,694
Bars, ingots, rods, strips, tubing	63	77	2,311	532
Copper	2,534	2,819	24,405	28,042
Ingots, bars, cakes, slabs, billets	1,413	2,188	17,583	21,799
Rods, strips, sheets, plates, tubing	558	437	1,484	2,661
Lead	340	1,850	5,896	13,227
Nickel	3,336	4,214	43,823	41,636
Precious metals, except gold	737	2,248	13,002	14,662
Zinc	1,145	1,241	14,129	19,751
Clocks and watches	90	171	643	1,010
Electrical apparatus	2,370	888	55,405	16,947
Radio and wireless apparatus	827	258	33,491	8,301
Printing materials	2	3	17	23
Non-ferrous metals, other	758	809	7,267	5,831
Cobalt alloys	127	42	1,198	250
Cadmium	99	....	323	439
Selenium and salts	86	82	599	981
NON-METALLIC MINERALS AND PRODUCTS.	5,513	5,122	46,103	40,883
Asbestos	2,100	2,333	17,483	17,715
Asbestos milled fibres	1,568	1,542	12,558	11,965
Clay and products	48	86	411	785
Porcelain insulators	27	30	200	361
Coal and products	616	613	5,143	5,336
Coal	522	572	3,905	4,252
Coke	69	30	636	515
Glass and glassware	35	77	336	945
Graphite	6	5	86	105

Canadian Domestic Exports, by Commodities—Concluded

Articles Exported	September 1945	September 1946	January-September 1945	January-September 1946
	(Thousands of Dollars)			
NON-METALLIC MINERALS, ETC.— <i>Con.</i>				
Mica and products	20	10	253	176
Petroleum products	1,237	285	8,672	2,840
Gasoline	856	123	6,754	942
Stone and products	1,195	1,484	11,277	10,902
Abrasives, artificial, crude	788	964	9,286	8,332
Non-metallic minerals, other	256	227	2,441	2,078
Carbon and graphite electrodes.....	108	1	709	383
CHEMICALS AND ALLIED PRODUCTS.....				
Acids	6,846	5,261	91,712	50,787
Alcohols, industrial	182	203	2,515	1,595
Cellulose products	373	4	5,136	101
Toilet preparations	12	24	113	189
Medicinal and proprietary preparations	165	46	1,268	566
Explosives	394	414	4,750	4,077
Fertilizers	530	....	27,495	170
Paints and varnishes	2,550	2,703	21,437	24,333
Soap	341	365	2,983	2,971
Inorganic chemicals, n.o.p.....	663	83	2,642	1,828
Calcium compounds, n.o.p.....	994	554	10,124	6,713
Soda and sodium compounds	306	108	2,739	2,448
Chemical products, other	293	361	4,559	3,245
	642	866	13,249	8,245
MISCELLANEOUS COMMODITIES				
Amusement and sporting goods.....	12,104	8,366	342,915	69,543
Brushes	110	154	775	1,109
Containers, n.o.p.	78	82	611	813
Household and personal equipment....	268	213	1,189	2,041
Pens, pencils and parts	477	583	2,872	5,053
Refrigerators, electric	163	206	1,010	1,711
Mineral and aerated waters	1	1	8	23
Musical instruments .....	....	....	2	41
Scientific and educational equipment..	11	39	112	151
Films	335	242	8,799	2,462
Ships and vessels	61	225	1,671	1,977
Vehicles, n.o.p., chiefly aircraft.....	1,963	1,820	12,477	12,308
Paintings	4,091	946	103,548	5,574
Miscellaneous commodities, other.....	1	3	25	34
Cartridges	4,771	4,283	212,506	39,957
Electrical energy	1,140	43	174,647	615
	630	633	5,687	5,568
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TOTAL DOMESTIC EXPORTS.....	220,810	169,779	2,516,966	1,663,944

Production in New Zealand Rose Rapidly During Past Decade

Minister of Finance revealed exports were highest on record—Advances achieved by agriculture and industry—Livestock include 4,590,926 cattle and 33,975,000 sheep—Four-year agreement with United Kingdom, covering foodstuffs, extended.

By P. V. McLane, Commercial Secretary for Canada

Wellington, October 5, 1946.—Remarkable progress has been achieved by New Zealand during the past decade, which includes six years of total war. Total production was valued at £184·5 millions during the twelve months ended June 30, 1946, which represents an increase of 62 per cent over that for the corresponding period in 1935-36, when production was valued at £114 millions. The index number for volume production was 93 in 1936, 100 in 1939 and 107 in 1944, the last year for which this information is available. Exports for the year under review, as indicated by the

Right Hon. Walter Nash, Minister of Finance, were valued at £90,674,000, which is an all-time record, and compares with exports valued at £50,000,000 in 1936 and with £58,000,000 in 1939. Imports during the same period were valued at £62,647,000, of which £45,072,000 represented non-government imports and £3,347,000 lend-lease equipment.

Industrial Production Advanced During Decade

Factory production in New Zealand has increased 70 per cent in the past decade, coal production has risen 34 per cent; timber production is higher by 20 per cent, and the production of electricity has advanced 120 per cent. The number of building permits issued for private dwellings totalled 4,140 in 1936 and amounted to 7,736 in 1946, government housing projects accounting for 2,623 of these.

Thirty-Four Million Sheep Establish Record

Agricultural production has recorded similar increases, the amount of wool produced in 1946 being 1,006,000 bales, compared with 717,240 bales in 1936. Meat production rose from less than 450,000 tons in 1936 to more than 500,000 tons in 1946. Despite the drought during part of the season under review, cheese production amounted to 90,000 tons, compared with 88,500 tons ten years previously. Butter production declined, however, from 168,329 tons in 1936 to 126,000 tons in 1946. The livestock situation was declared to be inherently sound, the number of cattle in New Zealand being 4,590,926, the second highest figure on record, while the number of sheep in the Dominion was 33,975,000, the highest figure on record.

Annual Income of Dairy Farmers £452

A sample survey of the net incomes of some 1,200 to 1,500 dairy farmers showed that the average net income for a herd of fifty-seven cows was £452 in 1945, compared with £306 in 1936, when the herd average of the sample was fifty-six cows. The average return per cow from butter-fat totalled £19·36 in 1945, compared with £13·03 in 1936.

Stabilization Policy Continued

The Minister of Finance declared that New Zealand had experienced a smaller increase in the general level of prices than had obtained in any other country. Retail prices of bread, flour, milk, butter, cheese, beef and bacon were said to be lower than in other low-priced areas, this condition having been secured through the efficient control of distribution. The government firmly adhered to its stabilization policy, which should be continued until the supply of consumer goods was sufficient to meet the demand. "Recent happenings in the United States of America, where the supply position is relatively much better than in New Zealand, is an object lesson as to what happens when controls are lifted prematurely. In such circumstances, some producers and traders for a time can make large profits by exploiting the shortage of goods, but with higher costs it is not long before other sections demand increases, and if that process continues the ultimate result is disastrous for everybody.

"Numerous suggestions are made that inflationary difficulties can be adjusted overnight by the simple process of currency manipulation. I am satisfied that there is no road to national prosperity and an increase in general living standards, except by increased production and equitable distribution," the Minister said.

Four-Year Agreement with U.K. Covering Foodstuffs

It was explained that the United Kingdom Ministry of Food had signed an agreement with the New Zealand Government in 1944, whereby the former would purchase all the exportable surplus of dairy produce and meat for a period of four years. At that time, prices were fixed for the first two years of the contracts. Subsequent provision was made for extension of the contracts to 1950, as it was felt that this would furnish farmers with added security and afford them an assured basis for expanding their pro-



Canadian Geographical Society Map

duction to the utmost, both for their own benefit and that of people in the United Kingdom. The increase in prices, as received in New Zealand, will be credited to industry stabilization accounts, and amounts paid the farmers will be governed by production costs on the farm and in the factory.

Secondary Industries Receive Support

Encouragement for primary and secondary industries is included in government plans for the future. Attempts will be made to increase the production of meat and dairy produce, and agricultural crops. Extensive land development, irrigation and swamp-land reclamation are visualized. Many new industries, employing thousands of workers, were established during the war. Full advantage will be taken of New Zealand's industrial resources, and overseas funds used for the purchase of goods that cannot be produced at home. A measure of import selection will be continued to ensure the most economic use of the overseas balances, the bulk of which are held in the United Kingdom, providing as it does the only market for a large proportion of New Zealand's exports.

"More Houses Before Bigger Houses" Present Policy

More houses before bigger houses might be taken as the keynote of the government's housing program, which provides for the construction of 12,000 houses a year for the next five years. Timber milling will be stimulated and strict control maintained over supplies, in order to ensure that priority is given to the most urgent requirements.

Nationalization of Coal Industry Planned

Coal production, the basis of many industries in New Zealand, has been the cause of much concern since supplies from Australia were discontinued. The government plans to acquire all privately owned coal mines and to operate them entirely on a national basis. The importance of adequate coal supplies was stressed by the Minister, who indicated that nationalization was the only solution of the present problem.

Concluding his budget address, he said: "We are a new country. There are people now living who can remember our early beginnings. We have, through our own strivings and development, and through our steadily maturing sense of national responsibility, achieved our adulthood as a nation. As an adult nation we stood shoulder to shoulder with our friends in the conflict now ended. It is as an adult nation that we stand face to face with friends and former foes to ensure that the sacrifices of war bear good fruit in times of peace."

Large Increase In Australian Wool Shipments

Sydney, N.S.W., November 2, 1946.—Australian wool exports in the three months ended last September were more than double the shipments in the corresponding period of last year. A total of 1,193,821 bales, valued at \$101,619,360, was exported this year, compared with 590,000 bales, valued at \$43,597,440, during the same period of 1945. The wool was shipped to the United Kingdom, Canada, India, Belgium, Denmark, Mexico, France, Italy, Spain, Sweden, Turkey, the United States and other countries. More than 400,000 bales were shipped to the United States, which is double the quantity sent to the United Kingdom.

Plywood and Veneer Production Attains Postwar Prominence

Exports during decade rose from a value of \$682,743 to a peak of \$14,375,939 in 1944—Six mills operating in Western Canada and nineteen in Eastern Canada—Fifty per cent of Douglas fir plywood available for shipment abroad.

By G. H. Rochester, Export Division, Foreign Trade Service

Production of plywood and veneer is assuming postwar prominence, as a feature of the forest products industry, and contributes quite substantially to the external trade of Canada. Exports during the past decade have risen from a value of \$682,743 in 1936 to a peak in 1944 of \$14,375,939. Shipments in the first eight months of the current calendar year were valued at \$7,629,362, and are continuing in fair volume. Producing mills on the West Coast are concentrated in the vicinity of Vancouver and New Westminster, with the exception of one on Vancouver Island. Those in Eastern Canada are widely distributed over an area extending from Lake Huron to the Bay of Fundy.

Douglas Fir Predominates in West

Western mills produce plywood consisting principally of Douglas fir, with smaller quantities of western hemlock, western red cedar, cottonwood, poplar, pine and Sitka spruce. Specialty veneers of Douglas fir, cedar and birch are produced. Mills in Eastern Canada concentrate on the production of both plywood and veneers of birch, with smaller quantities of maple, basswood, elm, oak, poplar and imported walnut, mahogany and other exotic woods.

Six Mills Operating in Western Canada

Prior to 1942, plywood of Douglas fir was manufactured by two mills, having an annual capacity of some 150 million square feet. Two additional plywood mills were brought into production on the West Coast during the war, one for the manufacture of Douglas fir, the other specializing in aircraft plywood and veneer of birch and Sitka spruce. The latter has since been converted for the production of plywood of Douglas fir, bringing the total annual production of that item to approximately 225,000,000 square feet. Since the conclusion of hostilities, two additional mills have been placed in operation for the manufacture of plywood of cottonwood and poplar.

Nineteen Mills Producing in Eastern Canada

Nineteen mills, with an annual production of some 235 million square feet of veneer and 155 million square feet of plywood, operate in Eastern Canada. Three mills were erected during the war, while the capacity of those previously established was greatly increased to take care of the war requirements for veneers and plywood, used by the aircraft industry. Commercial grades are again being manufactured. Several veneer mills have been converted for plywood production, one additional plywood mill has commenced operations and the capacity of others has been increased. With

the expansion program well advanced, it is expected that a further 60 million square feet of hardwood plywood will be available from mills in Eastern Canada during 1947.

Plywood for Domestic Market Restricted During War

Douglas fir plywood shipments to the Canadian market during the war were made against specific allocation orders. Before being placed, these were screened to include only the most important war requirements, such as the manufacture of military vehicles, aircraft, ships, other transport equipment, assault and landing craft, ammunition boxes and food containers. The domestic market was restricted to between 25 and 30 per cent of the entire production, the balance being made available to the United Kingdom and other Commonwealth countries.

Fifty Per Cent of Production Exportable

While specific allocations of Douglas fir plywood to the domestic market have been discontinued, the western plywood companies are still required to furnish a proportion of their production to the Canadian market, amounting at present to 50 per cent. The balance may be exported to countries of their own selection. Shipments to the United Kingdom have absorbed practically the entire quota, leaving little for disposal in other markets. Resumption of exports to old customers will be undertaken at the earliest opportunity.

Birch and Maple Shipped From Eastern Canada

Exports of veneers and plywoods manufactured during the war in Eastern Canada were restricted almost entirely to birch and maple of grades suitable for aircraft construction. Canada was the only Commonwealth country in a position to produce these critical items, a substantial part of the productive capacity being used for this purpose. Shipments were mainly directed to the United Kingdom, with a small amount going to Australia, New Zealand, South Africa, India, Newfoundland and the United States.

Limited Commercial Market Before War

Prior to the war, commercial veneer and plywood of birch found a limited export market, but there is an almost unlimited demand throughout the world for these items at the present time. Most of the export surplus is being shipped to the United Kingdom, with smaller quantities to the United States, South Africa, Australia, New Zealand and Eire. Sample shipments have been made to a number of other countries in the British Commonwealth, the Middle East and South America. The development of these markets during 1947 is anticipated, with an increase in production.

Exports of Veneer and Plywood

1936	\$ 682,743
1937	1,293,272
1938	969,256
1939	1,608,926
1940	3,762,861
1941	2,922,425
1942	5,526,225
1943	11,392,880
1944	14,375,939
1945	12,364,501
1946 (8 months)	7,629,362

Coffee Production Continues as Basis of Brazilian Economy

Accounts for only 27·6 per cent of exports, however, as compared with 60 per cent in 1930—Industrial output attained new importance during war, when shortage of manufactures developed—Cotton, cocoa, rice, nuts, oil seeds and tobacco among leading agricultural products.

By Maurice Bélanger, Commercial Secretary, Canadian Embassy

(Editor's Note—This is the third in a series of articles prepared for the *Commercial Intelligence Journal* on the United States of Brazil. Additional material on the resources of the republic will be published in forthcoming issues.)

Coffee production, and particularly the monetary returns from exports of this commodity, have always been and still are the foundation of Brazil's domestic economy. However, cotton, cocoa, rice, nuts, oil seeds and tobacco are high on the list of other agricultural products that have attained positions of importance in the external trade returns.



Industrial production has made phenomenal advances during the period of hostilities, due to the scarcity of manufactured articles formerly purchased from foreign countries and to the high cost of those made available by factories in Brazil. This situation drained labour from the farms, and the advantage afforded local industries by the shortage of imported consumer goods resulted in price increases. The market values of agricultural products, which must be sold in foreign countries, remained at a much lower level.

Industrial Expansion Favoured by Abnormal Conditions

This tendency of industry to supersede agriculture has caused some concern, as it is realized that Brazil's recent industrial expansion has been favoured by abnormal and temporary conditions, while agricultural production is based on permanent advantages of soil, climate and tradition. The economy of Brazil depended, until recent years, too much on export markets for a few products of the soil, principally coffee and cotton. If the standard of living of the masses is to rise substantially, there must be a better balance between agriculture and industry.

Brazil World's Leading Coffee Producer

Brazil is the world's foremost producer of coffee. Although acreage and production have decreased considerably in the past few years, there are still nearly nine million acres under cultivation, and production has amounted to an average of 1,848,000,000 pounds per year. It is estimated there are 2,500,000 coffee trees in Brazil, most of these being in the States of São Paulo, Minas Geraes, Paraná, Espírito Santo and Rio de Janeiro. Of an estimated world production of 29,000,000 bags, Brazil has accounted for an average of over 14,000,000 bags during the past four years, or approximately one-half the world total.

Europe was the principal market for Brazil's coffee until August, 1914, when the transportation of this product was interrupted by the Allied blockade. The subsequent increase in coffee consumption in the United States also influenced the situation, approximately 90 per cent of exports now going to that country. Her purchases during 1944 amounted to 11,611,000 bags, of a total of 12,558,000 shipped to foreign countries.

Control of Coffee Prices Causes Concern

The control of coffee prices in the main consuming markets has caused considerable concern in Brazil, and efforts have been made by growers and shippers in recent years to exert pressure on the market by withholding stocks. The decision of the United States to pay a subsidy on imported coffee has eased the situation to some extent, but this is still disappointing to Brazilian producers, who anticipated a more substantial rise in export prices. Coffee accounted for 60 per cent of Brazil's total exports in 1930, a figure that was reduced to 45 per cent in 1938 and declined further to 27·6 per cent in 1944, indicating the diminishing importance of this product in the economy of Brazil.

Cotton Production of Growing Importance

Brazilian production of raw cotton is exceeded only by that of the United States and of India. It increased from an average of about 100,000 metric tons before 1933 to 428,000 metric tons in 1939 and to 500,000 metric tons in 1944. There has been a marked improvement also in Brazilian staple, particularly in the northern states, where production is advancing from year to year.

During the early part of the second world war, Canada became the principal purchaser of Brazil's raw cotton, but exports to the Dominion declined almost to the vanishing point after 1942, due to shipping difficulties. The United States is now by far the largest consumer, purchasing 48,000 metric tons of the total Brazilian exports of 107,000 metric tons in 1944. Under favourable price and shipping conditions, it is probable that exports of raw cotton to Canada will increase substantially during the coming years.

Rice Among Principal Items of Diet

Brazil was a large importer of rice until 1917, this being one of the principal items in the diet of her people. Domestic production has risen materially, reaching the record total of around 32,000,000 bags of 60 kilograms (132 pounds) in 1942. Substantial quantities were exported to Great Britain and the United States. The most important rice-producing States are São Paulo, Minas Geraes and Rio Grande do Sul, but production is increasing in the northern states, particularly Pará and Maranhão, and in Santa Catharina, Matto Grosso and Goyaz. In the past few years, by virtue of an agreement with the United Kingdom and the United States, practically the whole of Brazil's exportable surplus of rice was shipped to these two countries. It is probable that this arrangement will continue for another year at least.

Brazil World's Second Cocoa Producer

Brazil ranks second after the Gold Coast among world producers of cocoa. Production is almost entirely concentrated in the State of Bahia, which accounts for approximately 98 per cent of the total market crop, or about 2,000,000 bags of 60 kilograms from some 200,000,000 trees. Exports are now controlled by the Cocoa Institute of Bahia. While exports decreased from 132,000 metric tons in 1939 to 102,000 metric tons in 1944, the value of annual shipments increased during this period from U.S.\$6,400,000 to U.S.\$15,300,000.

Sugar and Alcohol Industries Controlled

Sugar cane, which was first planted in Brazil at the beginning of the sixteenth century, has occupied an important place in Brazilian agriculture ever since. In recent years, sugar plantations have averaged approximately 482,000 hectares (1,200,000 acres). Annual production in the past few years has averaged over 20,000,000 metric tons, the leading producing states being Pernambuco, Minas Geraes, Rio de Janeiro and São Paulo. The sugar and alcohol industries have periodically experienced difficulties, and production and financing are now closely controlled by the government.

Wheat Production Relatively Small

Production of wheat in Brazil more than doubled between 1939 and 1941, but has not yet reached a total of 10,000,000 bushels. This is a small figure for a staple food in an agricultural country with 45,000,000 inhabitants. Wheat accounts for approximately 8 per cent of Brazil's total imports, and efforts have been made to increase production, particularly in the more temperate southern states. Rye and barley are also cultivated to a limited extent in the south.

Mandioca Flour Is Staple Item

Mandioca is of great importance to Brazil, where flour made from this plant is a staple item of diet. So far it has not found a market in other countries. Production in 1943 reached a total of nine million metric tons,

the largest contributors being the States of Baha, São Paulo, Santa Catharina and Pernambuco.

Large Quantities of Maize Harvested

With the exception of the United States, Brazil is the largest producer of maize in the Western Hemisphere, the average crop amounting to six million tons. In value, maize ranks next to coffee and cotton among the crops harvested in this country, the States of Minas Geraes, São Paulo, Paraná and Rio Grande do Sul being the principal contributors.

Tobacco Grown Throughout Country

Tobacco has been cultivated in Brazil since the end of the sixteenth century, and is now grown in practically all parts of the country. The main producing areas are in the southern, or more temperate, zones, with the exception of the State of Bahia, which specializes in the cultivation of cigar fillers. The annual production averages around 200,000,000 pounds.

Largest Exporter of Castor Seeds

Brazil has now become the world's largest exporter of castor seeds, production in 1941 reaching a total of 173,000 metric tons. More than half comes from the northern States of Pernambuco, Bahia and Ceará, but Minas Geraes and São Paulo are also important producers.

Rice and dried beans, usually the black varieties, are served every day on every table in Brazil. They are as important to Brazilians as potatoes are to Canadians. Production has reached a yearly average of about 920,000 tons, and Brazil is now the third largest producer of beans in the world. Minas Geraes, São Paulo, Paraná and Rio Grande do Sul are the main producing states, but beans are grown in every state of Brazil.

The yerba maté leaf is brewed to obtain a type of tea for which valuable medicinal and tonic properties are claimed. Production and consumption are concentrated in the southern part of the country, and production is only limited by the extent of the market. Efforts have been made to popularize this product abroad, and close to 50,000 tons were exported in 1944, mostly to Argentina and Uruguay, where maté is widely used.

Market for Canadian Certified Seed Potatoes

The southern states, where the climate is more temperate, produce the major part of the potato crop, which amounted in 1943 to 520,000 metric tons. Efforts are being made to improve quality by a better selection of seed, and a good opportunity is afforded for the importation of certified seed from Canada.

Efforts have been made in recent years to promote the cultivation of various other products not native to Brazil, such as flax, hops, soya, tung, menthol, tea, oats and peanuts. In fact, almost any vegetable product can be grown successfully in one part or another of Brazil. There is practically no limit to the range and volume of production that could be attained under favourable conditions of labour, equipment and seed.

Brazil is a large producer of bananas, 82 million stems in 1943; oranges, 35 million boxes; pineapples, 79 million units; coconuts, 146 million; and of other tropical fruits, most of which are little known in Canada and are not a factor in export trade.

Brazil produces a great variety of oleaginous plants, which constitute one of the country's great natural resources. The best known are babacu,

from which is obtained a good oil for making soap; oiticica, which replaces tung oil in paints and has found a good market abroad; and urucuri, also used for soap. Among the nuts the most important, besides coconuts, are Brazil nuts and cashews.

Rubber Production Increased

Under the stimulus of wartime demand and with financial help from the United States, the Brazilian production of rubber was increased from 21,000 tons in 1942 to 32,000 tons in 1943. It is unlikely that this increased rate of production will be maintained in view of heavy world production of synthetic rubber and the return of East Indian rubber to world markets. The increased production obtained was costly, and it is unlikely that financial assistance necessary for the maintenance of the present level of production will be continued.

Carnauba wax is well known in world markets. It is obtained from the leaves of a palm tree which grows wild in northeastern Brazil, an area of recurring droughts. Production averages about 10,000 tons per year. Since the recent removal of the ceiling price for this product in the United States, the price in Brazil has increased considerably. The Licuri palm, found mostly in the State of Bahia, produces a wax very similar to carnauba, but production and exports are on a much smaller scale.

Vegetable Fibres and Medicinal Plants

Much progress was made during the war in the treatment and utilization of vegetable fibres other than cotton and flax. The most important of these is caroa fibre, obtained from a plant which grows in profusion in the States of Ceará and Pernambuco, production in the latter state alone amounting to over 5,000 tons in 1943. This fibre is now used extensively to replace linen in making tropical clothing. The cultivation of jute and ramie has also made great headway in recent years.

Brazil produces an unusually wide variety of plants with recognized medicinal properties. The following basic elements are among those extracted from Brazilian plants: caffeine, theobromine, strychnine, coumarin, pilocarpine, digitaline, atropine, emetine, opium, eucalyptol, quinine, curcumin, and cocaine.

Czechoslovakia Has Favourable Trade Balance This Year

Bulk of business transacted with Switzerland, though Russia was leading source of supply in first five months —Purchases from Canada had total value of 81 million koruna.

Canada supplied Czechoslovakia with 81 million koruna worth of merchandise and bought goods valued at 4.9 million koruna between January and May, 1946. Czechoslovakian imports and exports during the first five months of 1946 were valued at 2,435.1 million koruna and 3,003.7 million koruna respectively, recording a favourable trade balance of 568.6 million koruna.

In the period under review, Czechoslovakia's principal customers were Switzerland, the U.S.S.R. and the United States, while the main sources of supply were the Soviet Union, Hungary and Switzerland. Switzerland

and neighbouring states accounted for over 57 per cent of Czechoslovak exports and contributed approximately 56 per cent of her imports. Scandinavian countries took approximately 13·7 per cent of exports and supplied 17 per cent of imports; the Balkans, including Turkey, 4·5 per cent of exports and 10 per cent of imports.

External Trade of Czechoslovakia

Country	January-May, 1946	
	Exports (Million)	Imports Koruna)
U.S.S.R.	416.3	454.2
Hungary	95.7	306.4
Switzerland	828.3	257.7
Sweden	239.9	239.7
Austria	236.2	181.8
Germany	88.2	139.5
Denmark	141.9	116.5
Netherlands	140.8	115.2
Turkey	45.7	92.5
Yugoslavia	49.2	81.5
Canada	4.9	81.0
Great Britain	55.0	80.2
Bulgaria	40.5	74.4
France	103.4	61.1
Roumania	66.9	45.0
Norway	30.5	40.4
United States	270.0	24.8
Iceland	—	13.6
Poland	58.2	10.4
Argentina	3.3	4.5
Italy	11.3	4.4
Algeria	—	3.9
Belgium	39.6	2.2
Palestine	16.8	—
China	2.9	—

Brazilian Cruzeiros Are Freely Available for Transactions

Measures introduced in an effort to reduce internal inflation—Hoarding of currency discouraged by removal of restrictions on export of capital and earnings.

By W. Gibson Smith, Acting Commercial Secretary, Canadian Embassy

Rio de Janeiro, October 28, 1946.—During the past three months, the Brazilian cruzeiro has strengthened progressively, in relation to the United States dollar. The complex series of exchange rates for various purposes has been simplified, and exchange is freely available for all legitimate commercial transactions. Since August 19, the selling rate has been 18·72 cruzeiros to the United States dollar, and the buying rate has been 18·50 cruzeiros. These steady rates reflect the weakening of the price control mechanism in the United States, and also an effort to reduce internal inflation in Brazil by lowering costs of imported articles.

Various other measures have been introduced in recent months to reduce inflation. Importers must normally liquidate their exchange transactions within 30 days, and exporters are required to invest 20 per cent of the proceeds of exchange in treasury bills. Permission has now been granted to export Brazilian goods against payment in cruzeiros. This measure was designed to keep cruzeiros in circulation, and to avoid the necessity of printing additional supplies of currency. To overcome the hoarding of cruzeiros, all restrictions on the export of capital or earnings of foreign corporations operating in Brazil have been temporarily waived.

Trade and Tariff Regulations

U.K. Admits Cobalt Oxide Under General Licence

Effective October 8, 1946, the British Board of Trade has granted an open general licence for the importation of cobalt oxide, crude or refined, when consigned to the United Kingdom from any country. As a result, individual licences to import cobalt oxide will no longer be required. A similar open general licence has been issued for canes and rattans, unmounted, whether split or not, from any country.

Australia Admits Non-Sterling Articles

Sydney, October 14, 1946 (FTS).—Further relaxations have been made in the Australian Customs (Import Licensing) Regulations, with effect from September 2, 1946. The following items, which were previously on the prohibited import list, when of non-sterling origin, have now been placed under administrative control: Electric or power-driven washing machines for household use; soya bean flour; candles, tapers or night lights, wholly or in part of wax; candellila; needles for the reproduction of transcriptions for broadcasting; leather, rubber, canvas or composition belting, and green hide for belting; photographic sensitized dry plates, films, papers, cards, linen and other materials; coloured photographs, prints and photogravures, painted panels and imitation oil paintings; statuary bequeathed or donated to public institutions; and phenolformaldehyde moulding materials.

Linoleums and floor coverings of similar surface, which were previously on a 50 per cent quota of base-year imports, have now been placed under administrative control, from all sources.

Amendments affecting goods of sterling origin, include the exemption from licensing of replacement parts for tractors, covered by several tariff items. Imports of these parts from non-sterling sources, however, remain under administrative control. The import of brake and transmission linings from non-sterling areas is still prohibited.

India Ends Price Control On Jute Exports

Control of jute export prices has been terminated by the Government of India, effective October 24, 1946. The government has made this decision in order to put an end to the dislocation in trade resulting from the absence of control over internal prices. To reduce the inflationary effect of this action, the export duty on raw jute and jute manufactures has been increased as follows:

1. (a) Raw jute—cuttings, to rupees 4-8-0 per bale;
(b) Raw jute—other description, to rupees 15-0-0 per bale;
2. Sackings, to rupees 50-0-0 per ton;
3. Hessian and other manufactures, to rupees 80-0-0 per ton.

The quantitative controls over jute exports will continue in force.

Newfoundland Raises Cornmeal Ceiling Price

St. John's, October 24, 1946 (FTS).—The Commissioner for Supply in Newfoundland has fixed the wholesale price of cornmeal at \$4.40 per sack of 100 pounds and the retail price at \$4.80 per sack effective October 23. Cornmeal prices were previously fixed at \$3.65 per sack and \$4.05 per sack, respectively.

Export Permit Branch Will Recover Subsidies on Non-Ferrous Metals

Effective November 1, 1946, the Export Permit Branch, Department of Trade and Commerce, will recover from exporters of non-ferrous metals the amount of subsidy payable to producers of primary metals as compensation for the difference between world prices and ceiling prices. This task will be undertaken on behalf of the Commodity Prices Stabilization Corporation, when applications for permits to export certain non-ferrous metals and non-ferrous products are submitted.

Procedure Provides for Domestic Demands

Provision for this procedure is made by order of the Wartime Prices and Trade Board, governing the use of certain non-ferrous metals. As indicated in the preamble to this order: "The Board is charged with the duty of maintaining, so far as possible, adequate supplies of raw materials for the production of goods to meet Canadian requirements. The production of certain non-ferrous metals is not sufficient to meet all domestic and export requirements, and the Board allocated tonnage of such metals at the Canadian ceiling prices for use in the production of goods to be used and consumed in Canada. Any quantity of such metals that is exported, whether in primary or secondary form, or as a component part of fabricated goods, must be replaced by further allocation of primary metals to maintain the original allocations. As world prices for such metals greatly exceed Canadian ceiling prices, and the above allocations prevent producers of the primary metals from maintaining their equitable proportion of export trade, it is necessary that the producers be subsidized in regard to the further allocation, made necessary by the exportation of non-ferrous metals, and that exporters of such metals be subject to payment of the amount of subsidy involved in exportations."

Definitions Are Described

For purposes of the order, "non-ferrous metals" means copper, lead and zinc, whether in the form of primary metal, secondary metal, alloy or mill-product. "Primary metal" means a non-ferrous metal, electrolytically refined in Canada, or prime western zinc produced in Canada. "Secondary metal" means scrap or reclaimed non-ferrous metal. "Alloy" means any alloy or compound containing more than twenty-five per cent by weight of any one non-ferrous metal. "Mill product" means any product produced from any non-ferrous metal or metals by a rod, wire or brass mill in Canada.

Amount of Repayable Subsidies Varies

The amount of the subsidy to be repaid on the items listed below is $5\frac{1}{2}$ cents per pound of copper content, where such content exceeds 25 pounds; $4\frac{3}{4}$ cents per pound of lead content, where such content exceeds 25 pounds; and 4 cents per pound of zinc content, where such content exceeds 25 pounds. If the quantity specified in the application for an export permit does not contain more than 25 pounds of any one of copper, lead or zinc, the exporter may obtain a permit to export the goods without repayment of the subsidy. The non-ferrous metals and non-ferrous metal products requiring a refund of subsidy on export are:

- Primary copper, lead and zinc.
- Secondary copper, lead and zinc.
- Alloys of copper, lead and zinc.

Mill products of copper, lead and zinc.
Wire cloth screen.
Locks and parts, where the major component is brass, bronze or zinc.
Valves and parts, where the major component is brass or bronze.
Stoves, lamps and parts.
Die casts and die cast products.
Water, gas and electric meters.
Electric motors and generating equipment.
Electric transformers.
Bare and insulated electric wire and cable.
Key blanks.
Metallic foil.
Bolts, nuts, nails, grommets, rivets and burrs of copper and brass.
Castings and bushings, finished or unfinished, of copper, brass or bronze.

To facilitate the supply of primary metals for use in the production of goods for use or consumption in Canada, a subsidy has been granted by the Commodity Stabilization Corporation, Limited, under direction of the Wartime Prices and Trade Board, to producers of primary metals in respect of the quantity thereof, which it is necessary for such producers to supply to the Canadian market to equalize the quantity of non-ferrous metals exported as such or as a component part of any goods listed above by persons other than those named in a schedule attached to the order. Such firms are not subject to this recovery procedure.

China Cancels Export Duties

China has cancelled export duties, effective September 7, 1946. Most of the commodities exported by that country were previously subject to a duty of between 5 and 7½ per cent. The public has been notified that no change has been made in the regulations, which require exporters to surrender foreign exchange obtained from exports to banks designated by the Central Bank of China.

International Trade Fair Planned for Lyon

Paris, October 19, 1946 (FTS).—Plans have been completed for the International Trade Fair being held in Lyon, France, from April 12 to 21, 1947. Applications should be forwarded by interested firms to the "Foire Internationale Lyon," Rue Menestrier, Lyon, being filed not later than February 1, 1947.

Hugh T. Aitken Returns From Europe

Hugh T. Aitken, Chief Executive Officer of the Export Credits Insurance Corporation, recently returned to Ottawa after spending a month in the United Kingdom and on the Continent. While in London, Mr. Aitken consulted with officials of the Export Credits Guarantee Department of the Board of Trade. Export Credits Guarantee, which has been in operation for 27 years, is the British counterpart of the Canadian Corporation.

In Paris, Mr. Aitken attended meetings of the Berne Union, an association of British, French, Swedish and Spanish government insurance agencies. He also discussed details of the operation of Export Credits Insurance with the Canadian Trade Commissioners in Brussels and The Hague.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Calgary—Board of Trade.

Edmonton—Can. Manufacturers' Association.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Kelowna—Board of Trade.

Montreal—Montreal Board of Trade.

Quebec City—Board of Trade.

Saint John—Board of Trade.

Toronto—Can. Manufacturers' Association.

Vancouver—Can. Manufacturers' Association.

Vernon—Board of Trade.

Victoria—Dept. of Trade and Industry.

Winnipeg—Can. Manufacturers' Association.

J. C. Depocas, formerly trade commissioner at Buenos Aires, where his territory included Uruguay and Paraguay, commenced his Canadian tour in Fredericton, N.B., on September 9. On the conclusion of his tour, Mr. Depocas will open a new office of the Trade Commissioner Service at Sao Paulo, Brazil.

Richard Grew, who was recently appointed trade commissioner at Bombay, will take up this post on the conclusion of his Canadian tour. His territory will include Burma and Ceylon. Mr. Grew was formerly trade commissioner at Cairo.

Paul Sykes, of Ottawa, formerly Canadian Trade Commissioner in Bombay, has been appointed Canadian Trade Commissioner in Singapore. His territory will include the Malayan Union, British North Borneo, Brunei, Sarawak, Siam and Netherlands India. He resumed his Canadian tour in Toronto on November 4, and will proceed to his new post on its conclusion.

K. F. Noble, formerly trade commissioner at Sydney, where his territory included the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies, commenced his Canadian tour in Ottawa on August 22. On the conclusion of his tour, Mr. Noble will take up the post of trade commissioner at Hong Kong.

M. J. Vechsler, who arrived in the United Kingdom on October 30 to take up the post of trade commissioner at Liverpool. His territory includes the Midlands, the North of England and Wales. Mr. Vechsler was formerly trade commissioner at Santiago, Chile.



Their itineraries are as follows—

J. C. Depocas

(Appointed Trade Commissioner at São Paulo)

Vancouver—November 5-14.

Toronto—November 19-22.

Victoria—November 5-14.

K. F. Noble

(Appointed Trade Commissioner at Hong Kong)

Vancouver—November 7-19.

Victoria—November 20-21.

Richard Grew

(Appointed Trade Commissioner at Bombay)

Toronto—October 31-November 12.

Montreal—November 13-26.

Paul Sykes

(Appointed Trade Commissioner at Singapore)

Montreal—November 12-16.

Kelowna—November 30.

Winnipeg—November 26.

Vancouver—December 2-14.

Calgary—November 28.

Edmonton—December 17.

Vernon—November 29.

M. J. Vechsler Takes Over Liverpool Office

M. J. Vechsler arrived in the United Kingdom on October 30, where he took over the post of trade commissioner at Liverpool. His new territory includes the Midlands, the North of England and Wales. Previously, he was trade commissioner at Santiago, Chile. Mr. Vechsler was born in Ottawa, where he received his early schooling, and graduated from Queen's University with the degree of Bachelor of Commerce. He was employed as a Customs Examining Officer in Montreal, and by the Statistical Branch of the Department of National Revenue.

Mr. Vechsler joined the Trade Commissioner Service in 1928, and was posted to Chicago in 1929. He was transferred to New York City in 1931, to Panama City in 1933, and was promoted to the full rank of trade commissioner in charge of the Lima office in 1934. Mr. Vechsler opened the new Canadian Trade Commissioner Office at Santiago in 1942.

Malayan Union Is Comprehensive Designation

Attention is directed to the fact that the Malayan Union comprises the four Federated Malay States, the five Unfederated Malay States and all parts of the Straits Settlements, except Singapore, thus including the settlements of Penang, Georgetown, the Island of Penang, the Province of Wellesley and the Settlement of Malacca, including the town, fort and province. The former designations were abolished by British Order in Council, effective April 1, 1946. The Island of Singapore and its dependencies, the Cocos or Keeling Islands and Christmas Island, are considered as a Crown Colony of Singapore, and are outside the Malayan Union. In North Borneo, the status of Sarawak, British North Borneo and Labuan has also been altered. The former two are now Crown Colonies, whilst Labuan has been incorporated into the State of Brunei.

The manner of address is now: Name of town, the state or settlement, followed by the designation "Malayan Union", as for example, "Ipoh, Perak, Malayan Union." The city of Singapore should be indicated without reference to the Straits Settlements or the Malayan Union. Communications addressed to points in the British area of Borneo should indicate their respective designations, as for example "Sarawak, British North Borneo."



Transportation



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operators, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Montreal

†Calls at Halifax en route to Bermuda, B.W.I., and British Guiana

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques . . .	November 9	<i>Fort Grant</i>	Elder Dempster
Lourenco Marques . . .	November 23	<i>Cambray</i>	Elder Dempster
Africa-South—			
Cape Town	November 9	<i>Fort Grant</i>	Elder Dempster
Port Elizabeth	November 14	<i>Seaside</i>	Montreal Shipping
East London	November 21	<i>Cambray</i>	Elder Dempster
Durban			
Argentina—			
Buenos Aires	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Australia—			
Brisbane	November 11-21	<i>City of Sydney</i>	M.A.N.Z. Line
Sydney			
Melbourne			
Adelaide			
Sydney	November 7-16	<i>Richmond Hill</i>	M.A.N.Z. Line
Melbourne			
Belgium—			
Antwerp	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited
Antwerp	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Antwerp	November 14-16	<i>Prins Maurits</i>	Shipping Limited
Antwerp	November 15	<i>Marcheape</i>	March Shipping
Antwerp	November 18	<i>Harpefjell</i>	Brock Shipping
Antwerp	November 19	<i>Beaconsfield</i>	Cunard White Star
Antwerp	November 22	<i>Loppersun</i>	Shipping Limited
Antwerp	November 25	<i>Mont Sandra</i>	Montreal Shipping
Brazil—			
Rio de Janeiro	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Santos			
British Honduras—			
Belize	November 12-16	<i>Beresford Park</i>	Saguenay Terminals
Ceylon—			
Colombo	November 12-15	<i>Samconstant</i>	McLean Kennedy

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator or Agent
China—			
Shanghai.....	November 10	<i>Collis B. Huntington</i>	Montreal Shipping
Shanghai.....	November 15	<i>City of Lyons</i>	McLean Kennedy
Colombia—			
Barranquilla.....	.....	A Ship	Saguenay Terminals
Costa Rica—			
Port Limon.....	November 12-16	<i>Beresford Park</i>	Saguenay Terminals
Cuba—			
Havana.....	November 12-16	<i>Beresford Park</i>	Saguenay Terminals
Curaçao.....	.....	A Ship	Saguenay Terminals
Egypt—			
Alexandria.....	November 12-15	<i>Samconstant</i>	McLean Kennedy
Eire—			
Dublin.....	November 16	<i>Lord Glentoran</i>	McLean Kennedy
Dublin.....	November 18	<i>Irish Hazel</i>	Shipping Limited
Dublin.....	November 22	<i>Torr Head</i>	McLean Kennedy
France—			
Channel Ports.....	.....	A Ship	Montreal Shipping
Germany—			
Hamburg.....	November 15	<i>Marchcape</i>	March Shipping
Hamburg.....	November 25	<i>Mont Sandra</i>	Montreal Shipping
Guatemala—			
Puerto Barrios.....	November 12-16	<i>Beresford Park</i>	Saguenay Terminals
Holland—			
Rotterdam.....	November 13-15	<i>Prins Willem Van Orange</i>	Shipping Limited
Rotterdam.....	November 13-16	<i>Prins Willem IV</i>	Shipping Limited
Rotterdam.....	November 14-16	<i>Prins Maurits</i>	Shipping Limited
Rotterdam.....	November 15	<i>Marchcape</i>	March Shipping
Rotterdam.....	November 18	<i>Harpeffell</i>	Brock Shipping
Rotterdam.....	November 22	<i>Loppersun</i>	Shipping Limited
Rotterdam.....	November 25	<i>Mont Sandra</i>	Montreal Shipping
Rotterdam.....	November 19.....	<i>Beaconsfield.....</i>	Cunard White Star
Amsterdam.....			
Hong Kong.....	November 10	<i>Collis B. Huntington</i>	Montreal Shipping
	November 15	<i>City of Lyons</i>	McLean Kennedy
India—			
Karachi.....	November 12-15	<i>Samconstant</i>	McLean Kennedy
Bombay.....			
Madras.....			
Calcutta.....			
Mediterranean—			
Central and	November 15	<i>Mont Rolland</i>	Montreal Shipping
Western Areas...}	November 18	<i>Oceanside</i>	Montreal Shipping
	November 25	<i>Mont Gaspe</i>	Montreal Shipping
Mexico—			
Vera Cruz.....	.....	A Ship	Canadian National
Morocco—			
Casablanca.....	November 15	<i>Mont Rolland</i>	Montreal Shipping
Casablanca.....	November 18	<i>Oceanside</i>	Montreal Shipping
Casablanca.....	November 25	<i>Mont Gaspe</i>	Montreal Shipping
Newfoundland—			
St. John's.....	November 12	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	November 25	<i>Blue Peter II</i>	Montreal Shipping
Corner Brook.....	.....	A Ship	Clarke Steamships

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator or Agent
New Zealand—			
Auckland.....	November 14-25	<i>Samingoy</i>	M.A.N.Z. Line
Wellington.....			
Lyttleton.....			
Dunedin.....			
Northern Ireland—			
Belfast.....	November 19	<i>Fanad Head</i>	McLean Kennedy
Norway.....	November 10	<i>Ravnefjell.....</i>	Brock Shipping
Panama—			
Cristobal.....	November 12-16	<i>Beresford Park</i>	Saguenay Terminals
Philippines—			
Manila.....	November 15	<i>City of Lyons</i>	McLean Kennedy
Portugal—			
Lisbon.....	November 15	<i>Mont Rolland</i>	Montreal Shipping
Lisbon.....	November 18	<i>Oceanside</i>	Montreal Shipping
Lisbon.....	November 25	<i>Mont Gaspe</i>	Montreal Shipping
Puerto Rico—			
San Juan.....	.....	A Ship	Saguenay Terminals
St. Pierre.....	.....	A Ship	Shaw Steamships
San Domingo—			
Ciudad Trujillo.....	.....	A Ship	Saguenay Terminals
Scandinavia—			
Baltic Ports.....	November 20	<i>Sparreholm</i>	Swed. Amer. Mexico
United Kingdom—			
Avonmouth.....	November 16	<i>Dorelian</i>	Cunard Donaldson
Avonmouth.....	November 22	<i>Pacific Exporter</i>	Furness Withy
Bristol.....	November 22	<i>Pacific Exporter</i>	Furness Withy
Cardiff.....	November 22	<i>Pacific Exporter</i>	Furness Withy
Glasgow.....	November 9	<i>Delilian</i>	Donaldson Atlantic
Glasgow.....	November 18	<i>Gracia</i>	Donaldson Atlantic
Hull.....	November 10	<i>Bassano</i>	McLean Kennedy
Leith.....	November 11	<i>Cairnesk</i>	Cairn-Thomson
Liverpool.....	November 9	<i>Port Sydney</i>	Donaldson Atlantic
Liverpool.....	November 16	<i>Lord Glentoran</i>	McLean Kennedy
Liverpool.....	November 19	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	November 20	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	November 22	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	November 25	<i>Cavina</i>	Donaldson Atlantic
Liverpool.....	November 25	<i>Fort Ticonderoga</i>	Donaldson Atlantic
London.....	November 9	<i>Hillcrest Park</i>	Donaldson Atlantic
London.....	November 9	<i>Beaverlake</i>	Canadian Pacific
London.....	November 16	<i>Beaverdell</i>	Canadian Pacific
London.....	November 18	<i>Harpefjell</i>	Brock Shipping
London.....	November 24	<i>Beaverglen</i>	Canadian Pacific
Manchester.....	November 12	<i>Manchester City</i>	Furness Withy
Manchester.....	November 19	<i>Manchester Port</i>	Furness Withy
Manchester.....	November 27	<i>Manchester Trader</i>	Furness Withy
Newcastle.....	November 11	<i>Cairnesk</i>	Cairn-Thomson
Swansea.....	November 22	<i>Pacific Exporter</i>	Furness Withy
Uruguay—			
Montevideo.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Venezuela—			
La Guaira.....	.....	A Ship	Saguenay Terminals
Maracaibo.....	November 12-16	<i>Beresford Park</i>	Saguenay Terminals

Departures from Montreal—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
West Indies—			
Antigua.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Antigua.....	November 15-22	† <i>Chomedy</i>	Canadian National
Antigua.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Bahamas.....	November 24	† <i>Cartier Park</i>	Canadian National
Bahamas.....	November 26	<i>Maisonneuve Park</i>	Canadian National
Barbados.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Barbados.....	November 15-22	† <i>Chomedy</i>	Canadian National
Barbados.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Barbados.....	November 22-24	† <i>Lorne Park</i>	Canadian National
Bermuda.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Bermuda.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	November 24	† <i>Cartier Park</i>	Canadian National
Bermuda.....	November 26	<i>Maisonneuve Park</i>	Canadian National
British Guiana.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
British Guiana.....	November 15-22	† <i>Chomedy</i>	Canadian National
British Guiana.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
British Guiana.....	November 22-24	† <i>Lorne Park</i>	Canadian National
Dominica.....	November 22-24	† <i>Lorne Park</i>	Canadian National
Grenada.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Grenada.....	November 15-22	† <i>Chomedy</i>	Canadian National
Grenada.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Guadeloupe.....	.....	A Ship	Saguenay Terminals
Jamaica.....	November 24	† <i>Cartier Park</i>	Canadian National
Jamaica.....	November 26	<i>Maisonneuve Park</i>	Canadian National
Martinique.....	.....	A Ship	Saguenay Terminals
Montserrat.....	November 22-24	† <i>Lorne Park</i>	Canadian National
St. Kitts.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
St. Kitts.....	November 15-22	† <i>Chomedy</i>	Canadian National
St. Kitts.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
St. Lucia.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	November 22-24	† <i>Lorne Park</i>	Canadian National
St. Vincent.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
St. Vincent.....	November 15-22	† <i>Chomedy</i>	Canadian National
St. Vincent.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	November 5-14	† <i>Alcoa Trader</i>	Alcoa Steamships
Trinidad.....	November 15-22	† <i>Chomedy</i>	Canadian National
Trinidad.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	November 22-24	† <i>Lorne Park</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the foregoing table, the following departures are listed by operators:—

Destination	Loading Date	Vessel	Operator or Agent
Cuba—			
Santiago.....	Nov. 30-Dec. 3	<i>Dufferin Park</i>	Pickford & Black
Santiago.....	December 23-28	<i>Oakmount Park</i>	Pickford & Black
Newfoundland—			
St. John's.....	November 9-11	<i>Savoy</i>	Furness Withy
St. John's.....	November 15-18	<i>Fort Amherst</i>	Furness Withy

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Liverpool.....	November 11	<i>Pacific Enterprise</i>	Furness Withy
Southampton.....	November 10	<i>Aquitania</i>	Cunard White Star
West Indies—			
Bermuda.....	.....	A Ship	Furness Withy
Jamaica.....	November 8-14	<i>Oakmount Park</i>	Pickford & Black
Jamaica.....	Nov. 30-Dec. 3	<i>Dufferin Park</i>	Pickford & Black
Jamaica.....	December 23-28	<i>Oakmount Park</i>	Pickford & Black

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques..	December 1-10	<i>Fantee</i>	Elder Dempster
Lourenco Marques..	December 14-23	<i>Cargill</i>	Elder Dempster
Lourenco Marques..	December 22-31	<i>Tarkwa</i>	Elder Dempster
Africa-South—			
Cape Town.....	December 1-10	<i>Fantee</i>	Elder Dempster
Port Elizabeth.....	December 14-23	<i>Cargill</i>	Elder Dempster
East London.....	December 22-31	<i>Tarkwa</i>	Elder Dempster
Durban.....			
United Kingdom—			
Liverpool.....	November 29	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	December 25	<i>Beaverburn</i>	Canadian Pacific
London.....	December 14	<i>Beaverlake</i>	Canadian Pacific
London.....	December 21	<i>Beaverdell</i>	Canadian Pacific

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, loading berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques.....	.....	A Ship	North Pacific Shipping
Africa-South—			
Cape Town.....	November 14	<i>Jane G. Swisshelm</i>	Empire Shipping
Durban.....			
Argentina—			
Buenos Aires.....	Early November	<i>Narvik</i>	Empire Shipping
Buenos Aires.....	Late November	<i>Hardanger</i>	Empire Shipping
Australia—			
Brisbane.....	Late November	<i>Lautoka</i>	W. R. Carpenter
Sydney.....			
Melbourne.....			
Sydney.....	December	<i>Parrakoola</i>	Empire Shipping
Melbourne.....			
Newcastle.....			
Melbourne.....	November 20	<i>Samspring</i>	Canadian Australasian
Sydney.....	November 30	<i>Waitemata</i>	Canadian Australasian
Sydney.....	November 27.....	<i>Wanganella</i>	Canadian Australasian

Departures from Vancouver—*Concluded.*

Destination	Loading Date	Vessel	Operator or Agent
Brazil— Rio de Janeiro..... } Recife..... }	.....	A Ship	Balfour Guthrie
Burma— Rangoon.....	.....	A Ship	Dingwall Cotts
China— Shanghai..... Shanghai..... Shanghai..... Taku Bar..... }	Mid-November Mid-December Mid-November	<i>Roseville</i> <i>Mongabarra</i> <i>Vingnes</i>	Balfour Guthrie Empire Shipping Empire Shipping
Colombia— Cartagena.....	.....	A Ship	Balfour Guthrie
Curaçao.....	.....	A Ship	Balfour Guthrie
Egypt— Alexandria.....	Late November	A Ship	Empire Shipping
France— North Coast..... North Coast.....	November December	A Ship A Ship	Empire Shipping Empire Shipping
Greece— Piræus.....	Late November	A Ship	Empire Shipping
Hawaii— Honolulu.....	.....	A Ship	Dingwall Cotts
Hong Kong.....	Mid-November	<i>Roseville</i>	Balfour Guthrie
India— Bombay.....	.....	A Ship	Dingwall Cotts
Italy— Genoa.....	Late November	A Ship	Empire Shipping
Mexico.....	.....	A Ship	Gardner Johnson
Netherlands Indies.....	.....	A Ship	Dingwall Cotts
New Zealand— Auckland..... } Wellington..... } Auckland..... }	November 20 November 30 November 27.....	<i>Samspring</i> <i>Waitemata</i> <i>Wanganella</i>	Canadian Australasian Canadian Australasian Canadian Australasian
Palestine— Haifa.....	Late November	A Ship	Empire Shipping
Philippines— Cebu..... } Iloilo..... }	Mid-November	<i>Roseville</i>	Balfour Guthrie
South America— East Coast.....	.....	A Ship	Balfour Guthrie
South Sea Islands— Papeete..... } Rarotonga..... }	November 30	<i>Waitemata</i>	Canadian Australasian
Straits Settlements.....	.....	A Ship	Dingwall Cotts
Sweden.....	.....	A Ship	Gardner Johnson
United Kingdom— Glasgow..... Liverpool..... London.....	November 9 November 15	A Ship <i>United Victory</i> <i>Atchison Victory</i>	Donaldson Line Furness Pacific Furness Pacific
Uruguay— Montevideo.....	.....	A Ship	Balfour Guthrie
Venezuela— Puerto Cabello.....	.....	A Ship	Balfour Guthrie
West Indies— Jamaica..... Trinidad.....	..... .....	A Ship A Ship	Canada Shipping Balfour Guthrie

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in making shipments to countries outside the sterling area, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations Oct. 28	Nominal Quotations Nov. 4
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2448	.2455
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0541	.0541
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
China.....	Dollar	....	.0003	.0003
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2084
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3770	.3770
Netherlands East Indies.....	Florin	....	.3766	.3766
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2015	.2015
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2785	.2785
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0035	.0035
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5670).

Commodity Officers—

Foods—

Live stock and products, fish and products, H. A. Gilbert (2380).
Plants and products, G. F. Clingan (7523).
Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals—

Iron and steel products, E. L. Smith (4082).
Non-ferrous metals and non-metallic minerals, A. M. Tedford (6974).
Chemicals and allied products, S. G. Barclay (7886).
Machinery and industrial equipment, C. J. Gardner (4082).
Electrical machinery and equipment, A. S. MacRae (7601).
Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber—

Textiles and apparel, G. R. Poley and J. U. Curtis (3004).
Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper—

Wood and products, G. H. Rochester (6974).
Paper and products, E. Clarke and N. R. Chappell (6974).

General Products—

General products, W. H. Grant (3209).
Miscellaneous products, P. G. Jones (4160).
Durable consumer-goods, W. H. Grant (3209).

Token Shipments to U.K.—W. H. Black (5670).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417); Assistant Director, C. F. McGinnis (7163).

Raw Materials Section—Chief, C. F. McGinnis (7163); (Supply Research), A. C. Fairweather (6905), P. E. Jensen (6958), and M. C. Hughes (6958); (Trade Controls), W. G. Hopkins (6552).

Manufactured Goods Section—H. B. Scully and G. C. Clarke (6519).

Trade Services Directory—A. J. Langdon (6905).

Canadian Importers' Directory—Miss M. E. Adams (6552).

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5830).

Commercial Relations Division—Director, H. R. Kemp (5151); Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819).

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, Chief, S. L. Tilley (6588).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in thirty-three British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA (5091).

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—Excredcorp (2-4828).

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries (7818).

Canadian Trade Commissioners

The title, **Canadian Government Trade Commissioner**, should be used in addresses of letters, except where otherwise indicated. Cable address:—

Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

E. H. MAGUIRE, Acting Commercial Secretary. Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).
Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgian Congo

L. H. AUSMAN, Hotel Regina, Leopoldville. Territory includes Kenya, Uganda, Tanganyika, Angola and French Equatorial Africa.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrópole, 7th Floor, Av. Presidente Wilson 165.

W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Caixa Postal 2164, Rio de Janeiro.

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building.

Territory includes Bolivia.

China

L. V. M. COSGRAVE, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Of. No. 523.

Territory includes Republic of Panama and the Canal Zone.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.

Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

R. CAMPBELL SMITH (Acting). Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland, Algeria, Morocco and Tunisia.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Guatemala

C. B. BIRKETT. Address for letters—P.O. Box 400, Guatemala City.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

C. R. GALLOW (Acting). Address for letters—P.O. Box 126.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 836, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

Ireland

E. L. McCOLL and H. L. E. PRIESTMAN, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—Casella Postale 475, Rome.

Territory includes Czechoslovakia, Malta, Yugoslavia, and Libya.

Canadian Trade Commissioners

Malayan Union

ARTHUR WILDING, Canadian Commercial Agent, Room D-2, Union Building, Singapore.

Territory includes Singapore, British North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 1660, Wellington.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands, and Gibraltar.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, and Nyasaland.

Cable address, *Cantracom*.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province, Orange Free State and South-West Africa, Mauritius, and Madagascar.

Cable address, *Cantracom*.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, *Canadian Stockholm*.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, *Sleighing, London*.

London: R. P. BOWER, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia, and British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, *Sleighing, London*.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, *Canfrucum*.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, *Agriilson*.

London: R. D. ROE, Commercial Secretary for Canada (Timber Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, *Sleighing, London*.

Liverpool: M. J. VECHSLER, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, *Cantracom*.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, *Cantracom*.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—8° Piso, Edif. America, Esq., Veroes, Caracas.

Territory includes Netherlands West Indies.

Commercial Intelligence Journal

Vol. LXXV

OTTAWA, NOVEMBER 16, 1946

No. 2233



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The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

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COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, NOVEMBER 16, 1946

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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COVER SUBJECT—Freight-loading operations at Halifax, from which a wide variety of products is shipped to many corners of the world. With the closing of navigation on the St. Lawrence early in December, cargo will move in ever larger volume through Halifax and Saint John.

National Film Board Photo

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Peru Provides for Creation of a State-Owned Merchant Marine

La Corporación Peruana de Vapores controls thirty-eight vessels, operating in coastal and river trades—Pacific ports connected with Iquitos, 2,330 miles up the Amazon—H.M.C.S. Preserver now with Peruvian Navy.

By W. G. Stark, Commercial Secretary, Canadian Embassy

Lima, October 16, 1946.—Provision for the creation of a state-owned steamship corporation has been made by the Government of Peru, which published on September 21 a supreme decree, whereby it assumed complete control of a company operating thirty-eight vessels, twenty-two of which are presently employed in the coastal trade and sixteen are engaged in river traffic. This is now known as La Corporación Peruana de Vapores.

Company Established Forty Years Ago

The organization dates from July, 1906, when the Compañía Peruana de Vapores y Dique del Callao was established. This privately owned company was brought under government control on July 18, 1944, when its name was changed to Compañía Peruana de Vapores. At that time, 88 per cent of the stock was taken over by the government. Under the recent decree, the state will assume full control of the company, and has three years in which to purchase the outstanding 12 per cent of the stock at par. Any shares remaining in public hands after June 18, 1949, will be declared invalid.

Personnel In Peruvian Naval Reserve

La Corporación Peruana de Vapores will be under the joint supervision of the Peruvian Ministry of Finance and Ministry of Marine. The former will be responsible for its financial administration and operations, while the latter will control the employment of its ships in naval operations. All personnel in the Corporación will be required to form part of the Peruvian Naval Reserve. The administration of the fleet will be directed by a board of five members, one of whom will represent the Ministry of Finance and one the Ministry of Marine.



Link Pacific Ports With Iquitos, on Amazon

Vessels operated by the Corporación Peruana de Vapores are engaged in the coastal trade, maintaining steamship connections between ports on the Pacific Coast and Iquitos, an important Peruvian city on the Amazon River, 2,330 miles from the Atlantic. Its principal exports include rubber, tobacco, cotton, wax, tortoise-oil, sarsaparilla, vanilla, gold and Panama hats. These ships also provide for the transportation of Peruvian sugar, coal, minerals, cotton and other products to Chile, Argentina and Uruguay, returning with cargoes of wheat, frozen meat, fats and general merchandise, the bulk of which comes from the Argentine.

Necessities Carried at Fixed Rates

Occasional voyages are made to ports in North America, and one of the steamers is presently engaged in carrying repatriates from Europe to Peru. Wheat and other necessities have been transported at fixed rates, thus furnishing the public with such goods at a relatively low cost. Ninety per cent of the import cargoes have consisted of foodstuffs. In 1944, the ocean-going vessels carried 243,000 tons of freight in the coastal trade, 73,000 export tons, 62,000 import tons, 2,225 tons of freight between foreign ports, and 34,400 tons of transit merchandise to Bolivia. In addition, the company has several tankers employed in the transportation of gasoline and other petroleum products from Talara, in Northern Peru, to other ports of the republic.

The principal units in the fleet of twenty-two ocean-going vessels are: *Apurimac*, of 5,361 gross tons, built in 1898, and the oldest; *Mantaro*, of 4,617 gross tons; *Perene*, of 2,155 gross tons; *Urubamba*, of 4,744 gross tons; *Tumbes*, of 3,173 gross tons; *Marañon*, of 3,369 gross tons; *Ucayali*, of 2,768 gross tons; and *Rimac*, of 7,097 gross tons. All the fleet of thirty-eight ships has a cargo-carrying capacity of 41,571 tons.

Press Favours Government Action

Comments in the press of Peru favour the government's action, and express a hope that state-ownership will enable this country to develop a merchant marine that will meet requirements of coastal and international trade. It is expected that this recent decision by the government will stimulate Peruvian national economic activity, and that the new corporation will be in a position to compete with privately owned vessels of other nationalities, which are presently carrying most of the freight moving to and from the West Coast of South America.

Purchase of New Ships Planned

The expansion plan of the Corporación Peruana de Vapores, approved in April of this year, included the purchase of two vessels with a cargo capacity of between 6,000 and 10,000 tons, accommodation for passengers and a cruising speed of over 12 knots. It was stipulated that these should have been built since 1940. One tanker, already completed, was to be acquired, having a cargo capacity of around 5,000 tons and a cruising speed of over 10 knots. The next stage of the plan called for the purchase of two motor vessels of around 9,000 tons capacity, having a speed of between 16 and 17 knots, draft of 26 feet, accommodation for twelve passengers in cabins with bathrooms, and cold storage space of 40,000 cubic feet for frozen meat. These ships were to be provided with all necessary loading and unloading equipment, and have a cruising range of 12,000 miles, enabling them to carry wheat and meat from Argentina, and exports from

Peru. Two motor vessels of from 3,000 to 3,500 tons capacity, with a speed of 15 knots and a range of 7,000 miles, were to be acquired. The maximum draft of these was to be 17 feet, enabling them to carry cargoes from Callao, on the Pacific Coast, through the Panama Canal and up the Amazon to Iquitos. At the same time, the purchase of two tankers was contemplated for the transportation of petroleum products. It was proposed that these should be powered with triple-expansion engines, providing for a speed of 15 knots, have a cargo capacity of 5,000 tons and a range of 6,000 miles.

H.M.C.S. *Preserver* Now In Peruvian Navy

The following ships have been purchased in recent months: Two "Victory" ships, of 10,000 tons capacity; two motor vessels, of 5,000 tons capacity, 400 tons of which is for refrigerated cargo; and two 4,000-ton tankers. This is all surplus war tonnage, purchased from the United States. Crews are being trained in Callao, and will proceed shortly to the United States to take over these vessels. The Peruvian Navy has recently purchased H.M.C.S. *Preserver*, a tanker formerly operated by the Royal Canadian Navy. This has already arrived in Callao, and has been re-named the *Mariscal Castilla*.

Irish Moss Production Has Increased Substantially in Maritimes

Record harvest of over 2,500,000 pounds expected this year—Bulk of crop exported to United States for manufacture of cosmetics, shoe polish, cheese, pharmaceuticals, chocolate milk, beer, candy and textiles.

By S. G. Barkley, Export Division, Foreign Trade Service

Reports from Canada's Maritime Provinces indicate that this year's crop of Irish moss will be the heaviest yet harvested, surpassing the 1945 figure of over 2,250,000 pounds by an estimated 50 per cent, and having a landed value of approximately \$60,000, depending on quality. Most of the crop will be exported to the United States.

A saltwater plant, Irish moss or Carrageen moss, is a small seaweed, which is abundant on parts of the Canadian Atlantic coast. Dried and sold in bulk, bleached or unbleached, the moss is put to a wide variety of commercial uses. This includes the manufacture of such widely different products as cosmetics and shoe polish, pasteurized cheese, pharmaceutical preparations, the stabilization of chocolate milk, the clarification of beer, the manufacture of candy and the textile industry.

Source of Supply Switched From Europe

Before the war, North American users obtained most of their supplies from Europe. With European sources cut off during the war, together with an increased demand, supplies were sought elsewhere; in New England and the Maritime Provinces.

For many years prior to 1941, Irish moss had been collected, dried and bleached by a few men in the vicinity of Havre Boucher, Nova Scotia. Annual production was about 10,000 pounds dried, a figure which could not be increased as supplies of the moss in that particular area were



Irish moss, a seaweed that grows abundantly along the Atlantic Coast, is exported in large quantities to the United States. It is used in the manufacture of many products, including cosmetics, shoe polish and cheese.

limited. Prices were generally less than 10 cents per pound for well-cured moss of good quality. In 1941, this price was almost doubled, and the export price for high-grade moss has not fallen since then much below 20 cents per pound. The average price of all grades, however, bleached and unbleached, was about 15 cents per pound.

Production Jumped To 2,000,000 Pounds

With a good price and a demand in excess of supply, the volume of production increased very rapidly to about 2,000,000 pounds in 1942, as new beds of moss were discovered and cropped. Irish moss was found in commercial quantities in Prince Edward Island, in Nova Scotia, from the Gut of Canso to Malagash, and in New Brunswick, from Richibucto to Point Escuminac. It is from the large beds in these areas that most of the present supplies are obtained.

The overhead for cropping moss is low. The only equipment required, in addition to boats, are weighted rakes, made mostly by hand to gather moss from the sea bottom; drying racks, made from lengths of wire netting supported on wooden trestles; and a press, similar to a wool press, for baling the dried moss for shipment.

This industry has benefited many shore communities, and every attempt is being made to place it in a position to compete favourably with

the traditional European sources of supply. Present prices may have to be reduced, but high quality is a necessity. With these conditions in mind, the Fisheries Research Board is trying to educate producers in the best and most economical methods of collecting the moss and preparing it for market.

Exports of sea grasses and sea plants for the first six months of this year had a value of \$61,175, of which the bulk was shipped to the United States and a small quantity to Hong Kong.

Canadian Peat Moss Producers Urged to Improve Quality

Shipments to United States rose from 6,180 tons in 1939 to 72,925 tons in 1945, replacing imports from European countries.

By J. A. Stiles, Assistant Trade Commissioner

New York, October 31, 1946.—During the recent war, the United States proved to be a very lucrative market for Canadian peat moss producers. After the traditional sources of Germany, Sweden and the Netherlands were cut off in 1940, American consumers turned to Canada to secure their requirements over and above the U.S. domestic production, as is clearly shown by the U.S. import statistics. In 1939, of the 70,188 tons of peat moss imported into the United States, Germany supplied 25,113 tons, Sweden 15,497 tons, the Netherlands 15,914 tons and Canada 6,180 tons. In 1941, Canada shipped 27,897 of the total U.S. imports of 29,035 tons for that year. By 1945, Canadian production had been stepped up to the point where Canadian producers shipped a total of 72,925 tons of peat moss to the United States, almost 3,000 tons more than the total U.S. imports from all countries in the year 1939.

With the cessation of hostilities, therefore, it is important that Canadian producers should examine their costs and methods of peat moss production and endeavour to meet returning European competition. American importers claim that the quality must be greatly improved if Canadian production is to compete with European peat moss. Due to the insistent demand of the American market for quantity during the war, insufficient attention has been paid to proper drying and baling, it is claimed. Canadian shippers should consider, therefore, taking immediate steps to improve the quality of their product, even at the expense of curtailing their production if necessary.

Italy Plans Manufacture of Therapeutics

Rome, October 22, 1946 (FTS).—There is in process of formation a company with a capital of 100 million lire (\$450,000) to develop the importation and production of therapeutic products obtained from North America, according to a despatch from Milan. Its intention is to make available throughout Italy the highest technical developments in American pharmacopeia. The associates of this company have begun negotiations with important industrial groups in order to accelerate reconversion and the efficient re-establishment of existing plants for peacetime production. It is, however, excluded that this firm should undertake the production of penicillin, despite evergrowing needs and the excellent results obtained in the laboratory stage, because production in industrial quantities would require such an amount of capital as to render production uneconomic.

Demand for Fats and Oils Double Present World Production

Output last year estimated at 17.3 million short tons, compared with 21.6 million short tons before the war—Some improvement in production of palm oil, with rehabilitation of Philippines.

(This article, which is reproduced from the October issue of Foreign Agriculture, is a summary of Foreign Agriculture Report No. 11, prepared by the Fats, Oils and Rice Division, International Commodities Branch, Office of Foreign Agricultural Relations, Washington, D.C. The subject matter is of particular interest at the present time.)

World production, trade, and consumption of fats and oils have increased materially during the past four decades. Expansion in demand has been due, in part, to increased population and, in part, to technological developments leading to increased per capita utilization, particularly of vegetable oils and whale oil. During World War II, blockades, enemy occupation of producing areas, and inadequate shipping seriously curtailed production and consumption and depleted stocks. In 1946, production is still relatively small, whereas the demand is strong.

Total world production of visible fats and oils available for consumption in 1946 is estimated to be about 20 per cent smaller than the 1935-39 average. The total quantity available for international trade in 1946 is estimated at about 3 million short tons as compared with 6.5 million, the average amount moving annually from original sources during 1935-39.

World Production Lower

World production of fats and oils in 1945 was placed at 17,300,000 short tons, compared with the prewar (1935-39) annual average of 21,600,000 tons. Production of every group of fats and oils was below the prewar level. The greatest reduction in output was in the palm oils (coconut, palm oil, and palm-kernel); this has occurred in the Netherlands Indies and the Philippines, formerly two of the major producing areas. Marine oils were also substantially below prewar production. The 1945 production of edible oilseeds was only about 10 per cent below the prewar output. In the edible group, the greatest declines were in cottonseed and olives, attributed, respectively, to the reduction in cotton acreage and to the 1945 drought in the Mediterranean Basin. On the other hand, sunflower-seed production exceeded the pre-war level. In fact, the two phenomenal developments in vegetable-oilseed production that occurred during the war were expansions in Argentine sunflower-seed and United States soybean production.

Fats and oils available for consumption in 1946 are those obtained largely from the oilseed crops and olives harvested in the fall of 1945 and from animal fats, marine oils, and palm oils from the current year's production.

Palm Oil Production Improving

The production of palm oils is expected to be some 200,000 tons greater this year than in 1945. The increase is largely the result of the rehabilitation of the copra industry in the Philippines, where the output this year

is expected to equal more than 50 per cent of the prewar average. Small quantities of copra are expected also from the Netherlands Indies, but the total annual output of palm oils this year will be at least 1 million tons below the prewar level.

World Production of Fats and Oils

*Commodity	Total in oil or fat equivalent	
	Average 1935-39 1,000 short tons	Estimate 1945 1,000 short tons
Edible oils—		
Soybeans	1,360	1,240
Sunflower seed	630	865
Peanuts	1,615	1,660
Cottonseed	1,675	1,150
Olive oil	960	575
Sesame seed	675	565
Total	6,915	6,055
Palm oils—		
Copra	1,610	700
Palm kernels	375	275
Palm oil	670	315
Babassu kernels	30	35
Total	2,685	1,325
Industrial oils—		
Flaxseed	1,170	1,165
Castor-beans	200	205
Rapeseed	1,365	1,335
Oiticica oil	10	15
Tung oil	150	90
Perilla seed	65	50
Total	2,960	2,860
Animal fats—		
Butter	3,750	2,835
Lard	3,000	2,400
Tallow	1,400	1,600
Total	8,150	6,835
Marine oils—		
Whale	585	40
Fish	315	160
Total	900	200
Estimated world total	21,610	17,275

*The production for each commodity was determined by estimating the percentage of each used as visible fats and oils. Allowances were made for seed, feed, and oilseeds consumed directly as human food. Since export figures are the only reliable data available, for most palm oils an additional percentage was added for local consumption in order to arrive at total production. The following percentages were used in arriving at total production of visible fats and oils:

Commodities	Percentage
Copra, palm oil	125
Palm kernels	110
Olive oil, babassu, oiticica, tung, lard, tallow, whale and fish	100
Castor-beans	95
Sunflower seed, rapeseed, flaxseed, perilla	90
Sesame	85
Butter	81
Cottonseed	75
Soybeans	65
Peanuts	60

Decline In Butter Production

The 1946 world production of animal fats is expected to be slightly below that of 1945 and about 15 per cent below the prewar level. The reduction is due, in large measure, to the decline in butter production in

Europe and the United States. The total lard production is also somewhat below the prewar level on account of the reduced hog numbers in European countries.

The 1946 whale-oil production, estimated at 160,000 tons, is much larger than that of 1945 but is equal to only about 25 per cent of the 1935-39 output. The 1946 fish-oil yield is also estimated at only about 50 per cent of the prewar level.

Japan Occupied Large Producing Areas

World War II disrupted normal trade in fats and oils to a greater extent than production. By the middle of 1940, Continental-European countries, normally importers of over two million tons, were largely cut off from prewar import sources. Following Pearl Harbor and Japanese occupation early in 1942 of the principal oilseed-exporting areas in the Far East, Japan controlled the countries which formerly contributed about 35 per cent of the international trade. From 1942 to 1944, only about 2.5 million tons of fats, oils and oilseeds, in terms of oil, annually entered foreign trade, compared with the prewar average of 6.5 million tons.

The total supply available for meeting the 1946 import requirements is estimated at less than three million short tons, but because of delayed Argentine exports, all of this cannot be moved. The greatest shortage, as compared with prewar trade, is in the group of palm oils. A tremendous decline in the supply of edible vegetable oils available for trade movement is also apparent. Reductions in all commodities of this edible group are evident with the exception of sunflower oil.

Demand Double the Supply

The import requirements for fats and oils in 1946 are about double the supply available for export. The demand in Europe exceeds that of the prewar years on account of the sharp decline in production of animal fats and butter, the reduced oilseed production in the Balkan countries, and the small 1945 Mediterranean olive harvest.

International trade in fats and oils this year, as well as during the past four years, is being influenced by allocations recommended by the International Emergency Food Council (formerly the Combined Food Board) in an attempt to arrange equitable distribution of export supplies and to prevent severe competition among importing countries for supplies available. Otherwise, with the present world-wide shortage, the countries best able to arrange purchases could obtain the bulk of the available fats and oils.

Political Unrest Retards Progress

The expectation is that three years or longer may be required for world production again to reach the 1935-39 level. Several factors are retarding the rise in production of various commodities to their prewar volume. On account of political unrest, it may take some years to restore Manchurian soybean production and the Sumatra palm-oil output. Whale-oil production is not expected to reach prewar level; to guard against depletion of whales, a possibility conceded before the war, international agreements now limit the annual catch in the Antarctic to about one-half the 1938 level.

On the other hand, the expanded sunflower-seed production in Argentina is expected to continue. The United States lard and soybean production will probably remain for some time above the 1935-39 level. Further-

more, several countries may subsidize domestic production in order to reduce import requirements.

Exports of Fats and Oils

Commodity	Total in oil or fat equivalent	
	Average 1935-39 1,000 short tons	Estimate 1946 1,000 short tons
Edible oils—		
Cottonseed	190	35
Olive oil	174	10
Peanut	852	385
Sesame	65	15
Soybean	440	60
Sunflower	32	90
Total	1,753	595
Palm oils—		
Coconut	1,289	450
Palm kernel	342	250
Palm	535	265
Babassu kernel	20	25
Total	2,186	990
Industrial oils —		
Linseed	714	320
Castor	101	100
Rapeseed	45	10
Oiticica	4	10
Tung	189	30
Perilla	40	0
Total	993	470
Animal fats—		
Butter	2460	285
Lard	190	330
Tallow ²	195	110
Total	845	725
Marine oils—		
Whale	584	160
Fish	150	50
Total	734	210
Grand total	6,511	2,990

¹ 1933-37 average.

² 1934-38 average.

Strong Demand In Canada and U.S.A.

The quantity of fats and oils available for international trade may remain below the 1935-39 level for some years, because several producing areas, such as India, may consume a larger quantity of domestic production. On the other hand, the import demand may not absorb so large a volume. The postwar demand is likely to follow a slightly different pattern than that of the 1930's. The demand in the Latin American countries, as a group, may be at a high level; at least for a few years, on account of the increased buying power. In the United States and Canada, the post-war industrial activities should create a strong demand for both edible and industrial oils. In Europe the demand is expected to be varied. The United Kingdom, the Soviet Union, and some of the smaller countries will undoubtedly have a high industrial activity and a strong demand for fats and oils. On the other hand, recovery in Germany may be slow.

World production of fats and oils is expected to expand during the next few years despite the prospect that decline in prices may occur within that period. How soon it will be before production exceeds demand at

current prices depends upon many factors, such as: (a) Weather conditions affecting production in the major producing areas; (b) political stability in such areas as Manchuria and the Netherlands Indies, which will affect the volume of available supplies; and (c) the ability of the deficit countries to finance their imports. Furthermore, if world prices advance to an unreasonably high level, import requirements will shrink rapidly, and a temporary surplus of fats and oils would appear likely.

Mexico May Resume Shipments of Cattle to the United States

Breeders plan export of 300,000 head during next two months—Quarantine order lifted, provided animals are dipped and inspected for ticks.

By Latin American Section, Foreign Trade Service

Mexico City, October 22, 1946.—Cattle breeders in Mexico plan to export 300,000 head of cattle to the United States during the next two months. There is no United States quota in effect, and tariff rates on all cattle entering that country amount to one and a half cents per pound.

Four and a half months ago, a quarantine was imposed on all cattle entering the United States from Mexico, as a result of the importation by Mexico of cebus, or Brahmin, bulls from Brazil. Aphtous fever was known to be common in the areas concerned. The order provided for quarantine of fifteen days but, owing to the fact that there are no cattle quarantine pens at the Mexican-United States frontier, it had the effect of preventing all importations into the United States of Mexican cattle.

The quarantine order was contested by the Mexican Government on behalf of Mexican breeders, and shipments of Brazilian bulls were held at the Mexican port of entry, pending diplomatic representations to Washington. The order was lifted on October 18, stipulating that cattle entering the United States must be dipped and inspected for ticks at the main ports of entry—El Paso, Laredo and Eagle Pass, all in Texas. The cattle are customarily transferred to Mid-Western pastures before being slaughtered for the United States market. It is expected that delivery of Mexican cattle to United States ports of entry will be slow, as herds must be moved on foot, owing to the present shortage of freight cars.

Switzerland Lacks Labour

Switzerland lacks labour, the present demand for workers being greater than at any time in the history of that country, according to a bank bulletin recently received. This situation has arisen from an increase of exports, financed by Swiss credits to customer countries, and to the development of industries during the war for the manufacture of commodities that could not be imported.

Statistics reveal there are 8,885 jobs available, and that the number of unemployed is only 1,039. It is indicated, however, that the actual demand for workers is between 80,000 and 100,000. Many people who would not normally be working, such as married women, youths below the normal working age and pensioners, are now employed in industry. During the period of hostilities, the number employed in Swiss industry rose from 367,942 to 435,603.

Creation of Foreign Trade Zones More Popular in United States

New Orleans area being dedicated this week—San Francisco, Houston and Los Angeles considering similar projects—Claimed that advantages accrue to importers.

By B. J. Bachand, Assistant Commercial Secretary, Canadian Embassy

Washington, November 8, 1946.—On July 18, as reported in the *Commercial Intelligence Journal* of August 3, New Orleans was granted a foreign trade zone, the second in the United States. This new zone, which will be formally dedicated during New Orleans International Week, November 14-19, is expected to be ready for full-scale operations during the first part of next year. It is located on the Mississippi river within the city limits and will occupy a part of the Public Cotton Warehouse. Other buildings in the immediate vicinity, originally constructed for other purposes, will also be used and only minor alterations will be necessary to make ready the area for foreign trade zone operations.

Create International Trade Mart

This zone will round out a plan which New Orleans has for fostering international trade, especially with Latin America. The International House, opened in the city more than a year ago, is an international business exchange and meeting point for foreign visitors. In addition, New Orleans will open in 1947 a permanent international Trade Mart for the display and sale of domestic goods, as well as foreign merchandise. When completed, the building will provide exhibit and sales space for approximately 200 American and foreign concerns featuring products of all types. Exhibitors will be expected to complete sales on the spot and it is hoped that thousands of buyers, foreign and domestic, will come monthly to the Trade Mart, making it an international marketing centre.

Natural Transshipment Centre

The application to operate a foreign trade zone in New Orleans was filed in 1942, but the grant was held up during the war because the port facilities were used for military purposes. Formal hearing on the application was held at New Orleans in January, 1945, and produced ample evidence of the need for a foreign trade zone at that port. Its location gives it the natural advantages of being at the cross-roads of Caribbean and South American trade, and, strategically situated at the entrance of the greatest inland waterway of the United States, it becomes a natural hub for import, export, and transshipment freight movements. As pointed out by advocates of the new zone, "the State of Louisiana, its bordering states, the entire Mississippi Valley and the territory east of the Rocky Mountains recognizes New Orleans as its gateway to world ports".

Interest Aroused In Foreign Trade Zones

The interest in foreign trade zones is to-day greater in this country than at any time since legislation was enacted a decade ago. Following the example of New York and New Orleans, a number of additional port agencies and private corporations are seriously studying the advantages

of the foreign trade zone idea. San Francisco and Houston have already applied for a zone grant, and the Los Angeles Harbor Commissioners have formally advised the Foreign Trade Zones Board of intention to file an application.

Advantages Are Outlined

The value of a foreign trade zone for developing transshipments and servicing the export-import trade is claimed to be well established by the provisions of the Foreign Trade Zones Act: "foreign and domestic merchandise of every description (except such as is prohibited by law), without being subject to the Customs laws of the United States, may be brought into a zone for storage, repacking, assembling, distributing, grading, sorting, cleaning and mixing or to be otherwise manipulated (but not manufactured or exhibited) for exporting or entry into Customs territory in the original package or otherwise.

"No bonds are required on merchandise while in the zone and goods may be stored there indefinitely. The usual duties are payable upon entry into Customs territory based upon the value, weight and tariff at the time of entry into Customs territory, regardless of what may have prevailed at the time of entrance into the zone".

Claimed That Importers Favoured

The foreign trade zone principle has many advocates in the United States. It is contended that the goods of the world's markets are placed on a more favourable basis in foreign trade zones; that importers can buy larger quantities of goods more frequently at more favourable prices; and that traders are spared the inconveniences of drawback settlements. It is pointed out that importers are saved the expenses of sending buyers abroad because merchants of foreign countries are able to maintain samples and consignment stocks in the zone without customs hindrances. It puts the small dealer, who cannot afford the expense of overseas travel, on an equal footing with the larger firms, by bringing the foreign market to his own front door.

The promoters of the freeport idea also maintain that such zones provide a quicker ship turn-around service—no time is wasted for customs inspection. Also, no delay can be occasioned by errors in customs papers.

Importers say they save money by using the free zones. Since material can be stored for an indefinite period, they can wait for markets to develop, for prices to improve, for seasonal demands or for import quotas. They can even manipulate the goods to reduce import duty on many products. For example, the duty on nuts is fixed on a weight basis, and, therefore, goes down after the nuts dry out in storage.

Operations In New York Satisfactory

The New York Zone, as the first in the United States, has been the country's guinea pig or test case. Although operating under severe handicaps since 1942, its officials are pleased that the volume of business conducted there held up so well during the war. Following the entry of the United States into the war, the War Department took over a major part of the zone areas at Staten Island for military purposes and its operations had to be moved to temporary piers in other sections of the port. Another handicap has been the large decline in receipts of foreign merchandise.

Restoration of the New York Foreign Trade Zone to two of its former five piers in Stapleton, Staten Island, was authorized this week by the Secretary of Commerce, and it was predicted officially that the army would relinquish the remaining three piers by the end of the year. In 1944, the

latest year for which figures are available here, the New York Zone received 33,156 short tons of merchandise, valued at \$22,620,356, compared with 136,860 short tons, valued at \$88,623,194, in 1941, the last prewar year. In spite of this noticeable decrease due to difficulties mentioned above, the zone has been able to meet its expenses and the gross income has been in excess of costs of operation and maintenance.

UNRRA Shipments from United States Showed Big Increase

Supplies for relief purposes valued at \$654 millions during first six months of this year—Lend-lease shipments declined to \$547 millions—Exports decreased and imports increased during period under review.

By W. D. Wallace, Assistant Commercial Secretary, Canadian Embassy

Washington, October 31, 1946.—The foreign trade of the United States during the first six months of 1946 closely follows the trend, a decline in the value of exports and an increase in imports, which began in the latter part of 1945, following the end of World War II. The decrease in exports is a direct result of the decline in the shipments of military equipment and Lend-Lease exports. Lend-Lease trade was practically ended, and consisted only of exports for which arrangements for repayments were completed prior to the exportation of the merchandise. On the other hand, United Nations Relief and Rehabilitation Administration shipments showed a very substantial increase over the like period of 1945 and consisted, primarily, of food products and finished manufactures.

The most interesting feature of the United States import trade was the large increase in imports from European, South American and Asiatic countries. Imports of crude materials and crude footstuffs recorded gains, while imports of manufactured foodstuffs, semi-manufactures and finished manufactures registered declines.

Trade With Canada and Great Britain Down

During the first half of 1946, the British Empire purchased 28 per cent of the United States exports, as compared with 52 per cent for the like period of 1945. The decrease is attributed largely to the decline in Lend-Lease shipments to the British Empire countries. At the same time, the Empire supplied 38 per cent of this country's imports, as against 47 per cent in the first half of 1945.

Total United States trade with Canada was valued at \$984·1 millions, as compared with \$1,232·3 millions for the first half of 1945, a decline of \$248·2 millions or 20 per cent, and was largely a result of the decrease in imports from Canada. In the 1946 period, imports from Canada were valued at \$394·1 millions, as compared with \$633·7 millions in the first half of 1945. United States exports to Canada also recorded a decline, but it was very small as compared to the decrease in the value of imports. Exports to Canada for the first six months of this year totalled \$590·0 millions as against \$598·6 millions in the like period of 1945.

The total value of United States trade with the United Kingdom amounted to \$496·9 millions compared with \$1,686·5 millions in the first half of 1945. This decline in trade was a direct result of the end of the war and an almost complete halt of Lend-Lease shipments to the United Kingdom. Exports to the United Kingdom amounted to only \$421·8 millions for the January-June period of 1946, as against \$1,639·0 millions for the similar period of the previous year. On the other hand, United States imports from the United Kingdom increased from \$47·4 millions to \$75·1 millions for the first six months of 1946.

UNRRA Shipments Higher

Reflecting the end of the war was the reversal in the trend of Lend-Lease and UNRRA shipments in the first six months of 1946, as compared with the corresponding period of 1945. Lend-Lease shipments recorded a decline from \$4,069 millions to \$547 millions in the first half of this year, while UNRRA shipments rose from \$49 millions to \$654 millions in the first six months of 1946.

The value of United States exports for the January-June period of 1946 amounted to \$4,770·9 millions, as compared with \$5,830·6 millions in the similar period of 1945, a decline of 18 per cent. General imports into the United States were valued at \$2,283·7 millions or 7·6 per cent over the total imports valued at \$2,121·9 millions in the corresponding period of 1945. Total trade for the six months period of this year amounted to \$7,054·6 millions a decline of 11·2 per cent from the total of \$7,952·6 millions for the like period of 1945. The favourable balance of trade for the 1946 period amounted to \$2,487·2 millions as against \$3,708·7 millions for the 1945 period.

Exports to European Countries Lower

United States export trade with the six main divisions of the world were slightly below those for the corresponding period of 1945. Trade with North American countries, accounting for 23 per cent of the total exports, showed a slight increase over the 1945 period, as did export trade to South American and Asiatic countries. On the other hand, export trade with European countries, accounting for 46 per cent of the total exports, recorded a small decline from previous years. Declines were also recorded in exports to Africa and Australia and the South Pacific.

The table on page 788 shows the values of United States exports to various British Empire countries and other principal foreign countries for the first six months of 1946 and 1945.

Principal United States Exports

United States exports of domestic merchandise for the January-June period of 1946 amounted to \$4,630·1 millions, a decrease of 20 per cent from the total of \$5,745·0 millions in the like period of 1945. Despite this decrease, United States exports, which averaged \$772 millions per month during the first six months of this year, were more than three times the monthly average value of \$236 millions for the period from 1935 through 1939.

The table on page 788 shows the chief United States exports by economic classes and commodities for the first half of 1946, as compared with the first half of 1945.

United States Exports to Principal Countries

	January-June 1946	January-June 1945
	(\$'000)	(\$'000)
British Empire Countries	590,007	598,648
Canada	421,805	1,639,052
United Kingdom	107,974	66,676
South Africa	73,485	346,302
India	43,329	207,145
Australia	14,930	18,741
New Zealand		
Other Principal Countries		
Mexico	216,843	142,622
Colombia	70,801	41,691
Venezuela	100,479	62,848
Brazil	157,994	104,673
Argentina	66,393	11,777
Chile	35,368	25,885
Peru	30,485	20,697
Sweden	88,961	4,041
Netherlands	84,445	15,953
Norway	35,485	1,825
Belgium and Luxembourg	149,093	53,812
France	442,066	163,588
Czechoslovakia	62,042	8,588
Switzerland	48,363	39,272
Poland and Danzig	123,376	13,456
U.S.S.R.	223,410	1,405,238
Italy	212,005	126,172
Yugoslavia	93,090	5,486
Greece	81,025	24,822
China	249,561	29,462
Egypt	20,415	127,342

United States Exports by Principal Commodities

	January-June 1946	January-June 1945
	(\$'000)	(\$'000)
Crude Material	641,323	383,391
Cotton, Unmanufactured	249,421	110,552
Tobacco, Unmanufactured	171,700	135,731
Coal	106,723	68,963
Crude Foodstuffs	353,176	117,802
Wheat	218,526	26,321
Vegetables, Fresh and Dried	42,048	37,603
Manufactured Foodstuffs	862,226	706,377
Meat Products	243,191	185,473
Dairy Products	174,180	95,310
Wheat Flour	97,647	34,772
Semi-Manufactures	439,775	418,945
Iron and Steel Semi-manufactures	108,501	125,136
Industrial Chemicals	44,207	57,131
Gas and Fuel Oil	35,672	53,596
Coal Tar Products	31,851	16,801
Finished Manufactures	2,333,602	4,118,484
Rubber Manufactures	89,865	80,818
Cotton Manufactures	169,539	104,340
Cotton Cloth, Duck and Tire Fabric	101,868	70,338
Motor Fuel and Gasoline	57,404	386,113
Steel Mill Manufactures	104,004	128,165
Iron and Steel Advanced Manufactures	72,106	56,187
Electrical Machinery and Apparatus	128,509	187,073
Industrial Machinery	413,036	414,244
Agricultural Machinery	67,574	89,149
Motor Trucks and Buses	96,220	227,348
Aircraft Engines	5,588	102,114
Airplanes	32,418	512,856
Medicinal and Pharmaceutical Preparations..	73,689	59,921

Shipments of foodstuffs in the first six months of 1946 represented 20 per cent of the total domestic exports, while in the corresponding period of 1945 they accounted for 14 per cent of the total. Large gains were recorded in United States exports of wheat, wheat flour and dairy products over the 1945 period.

Gold and Silver Exports Declined

Exports of gold from the United States during the first six months of 1945 amounted to \$58·8 millions, as compared with \$133·8 millions in the corresponding period of 1945. On the other hand, imports of gold amounted to \$315·5 millions in the 1946 period, as against \$17·6 millions in the like period of the previous year. The United States exports of silver for the January-June period of 1945 totalled \$27·3 millions, as against \$64·8 millions for the 1945 period. Imports of silver amounted to \$12·8 millions for the six months of this year as compared with \$11·7 millions in the like period of 1945.

Import Trade Slightly Higher

Imports into the United States during the January-June period of 1946 were valued at \$2,283 millions and were slightly above those for the corresponding period of 1945, and at this rate would seem to indicate another four-billion-dollar year for United States import trade. The value of import trade with South America, Europe and Asia recorded increases ranging from 17 per cent to 136 per cent, which more than offset the decreases recorded in imports from North America, Australia and Africa of 30 per cent and 2·4 per cent and 0·5 per cent, respectively.

The following table shows the values of United States imports from British Empire countries and other principal foreign countries for the first half of 1946 and 1945, respectively:

United States Imports from Principal Countries

	January-June 1946 (\$'000)	January-June 1945 (\$'000)
British Empire Countries		
Canada	394,101	633,667
United Kingdom	75,121	47,452
British India	128,677	82,667
British Malaya	37,874	.....
Australia	62,408	58,814
Union of South Africa	76,617	50,799
New Zealand	12,248	13,690
Other Principal Countries		
Mexico	116,541	125,788
Cuba	155,120	212,097
Colombia	66,464	46,947
Venezuela ..	55,256	40,565
Chile	45,059	74,828
Brazil	141,882	40,043
Uruguay	30,823	42,521
Argentina	91,426	62,820
Sweden	23,056	1,630
Belgium and Luxembourg	34,591	144
France	21,334	4,072
Switzerland	50,150	25,478
U.S.S.R. (Russia)	56,894	36,013
Italy	28,397	1,603
Spain	28,145	31,136
Turkey	39,734	41,754
China	40,752	4,697
Belgian Congo	10,969	26,889

United States imports for consumption in the January-June period of 1946 were valued at \$2,233·9 millions as compared with \$2,109·2 millions in the corresponding period of 1945, a gain of 5·9 per cent. The average monthly value of imports for the first six months of this year was at a rate of \$186 millions, or slightly less than double the average monthly value for the period 1935 through 1939.

The following table shows the chief imports into the United States by classes and commodities for the first six months of 1946, as compared with the first six months of 1945:

United States Imports by Principal Commodities

	January-June 1946 (\$'000)	January-June 1945 (\$'000)
Crude Materials	806,157	584,694
Undressed Furs	118,020	64,334
Crude Rubber	93,293	55,231
Tobacco Unmanufactured	50,882	46,217
Wool, Unmanufactured	155,315	112,327
Raw Silk	59,461	245
Crude Foodstuffs	400,101	361,560
Coffee	227,861	170,384
Cocoa or Cacao Beans	31,316	26,407
Manufactured Foodstuffs	232,456	268,877
Fish and Shellfish	23,052	17,580
Cane Sugar	100,684	134,591
Whisky	31,047	28,385
Semi-Manufactures	410,796	456,955
Wood Pulp	61,645	35,672
Diamonds, Cut	67,813	23,919
Copper	33,211	92,991
Sawed Boards and Lumber	29,062	24,692
Finished Manufactures	384,532	437,104
Newsprint	102,761	67,600
Burlaps	47,425	32,785
Machinery and Vehicles	19,994	78,547

UNRRA Shipments to Greece Will Continue Until Next April

Industrial and shipping strikes delayed delivery of materials—Plan completion of \$350,000,000 program.

By European Section, Foreign Trade Service

Relief supplies to the value of \$47,000,000 are scheduled to reach Greece before the end of April, 1947, and will be distributed by a few UNRRA employees. Food distribution will continue until the end of April, and during the last two months the distribution of agricultural supplies will be completed. These comprise the principal goods to be imported during the next six months.

Industrial and shipping strikes have occasioned many unforeseen delays in the shipment of supplies from the United States to Greece. Even if there are no further major delays, it will not be possible to complete delivery of the \$350,000,000 worth of goods scheduled for Greece until April. It had been planned to complete these operations by the middle of next January.

Canada's Apple Crop Estimate Raised

Canada's apple crop is now estimated at 16,739,000 bushels, which is 800,000 bushels higher than the figure recorded in the September 28 issue of the *Commercial Intelligence Journal*. This estimate is more than twice the production of 1945, amounting to 7,635,000 bushels, and 20 per cent greater than the ten-year average for 1935-44. The crops in Nova Scotia, Quebec and Ontario are heavier than anticipated in September, while no change in those of New Brunswick and British Columbia has been recorded.

World Wholesale Price Levels Renewed Advances Last June

Canadian index increases 5.0 per cent during six-month period—British figure showed rise of 2.4 per cent—Cost-of-living series also recorded gains in the first half of 1946.

World wholesale price levels indicated in June a renewal of advances which had been interrupted in 1945. Price increases outnumbered declines, and the latter were smaller than in the second half of 1945, when declines had been preponderant. During the latter half of 1919, the corresponding period following the end of World War I, price movements showed a sharp recovery from the early postwar recession. This tendency developed into an inflationary advance, which continued to the middle of 1920. While upturns in the first half of 1946 were not generally commensurate with those in the latter half of 1919, tendencies in price behaviour during these two periods were similar.

Wholesale Price Levels Advanced In Canada

In Canada and the United States, wholesale price levels advanced 5.0 and 5.4 per cent respectively between December, 1945, and June, 1946. These were the largest increases recorded for any comparable period since general price control regulations were established in 1941 and 1942. Wholesale price series in both countries showed contrasts with price movements in the wartime period, when farm products prices contributed heavily to gains. In the United States Bureau of Labor Index, agricultural and non-agricultural products shared almost equally in the advance throughout the first half of 1946. In Canada, gains for industrial products were considerably greater than for farm products, according to the Dominion Bureau of Statistics.

British Price Level Indicated Rise

The British Board of Trade wholesale index showed a rise of 2.4 per cent between December, 1945, and June, 1946. Industrial materials and manufactures were chiefly responsible for the advance, with a total increase of 3.5 per cent, as compared with 0.5 per cent for food and tobacco. Sweden and Switzerland continued to record declines, but these were smaller than in 1945. Index numbers for Australia and South Africa showed small gains, in contrast with losses registered in the preceding six months. The wholesale price index for Calcutta, India, advanced 14.1 per cent between December, 1945, and June, 1946, reaching the highest level since October, 1943.

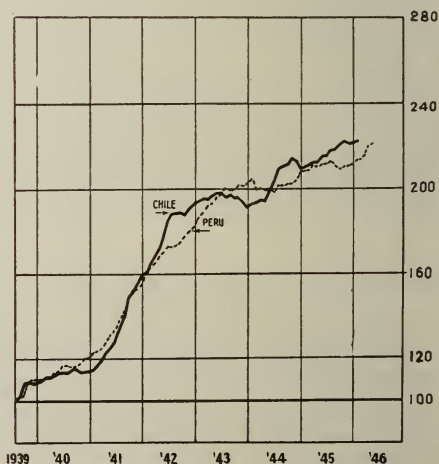
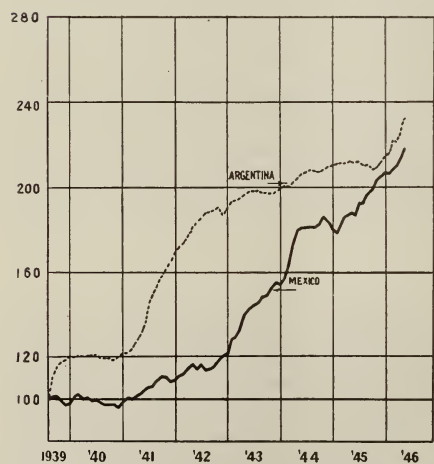
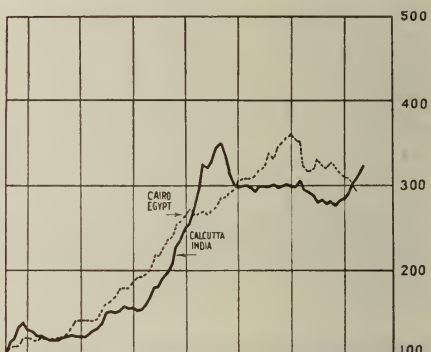
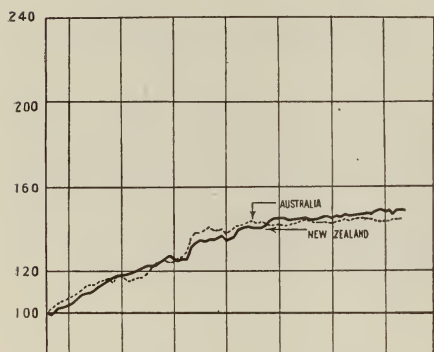
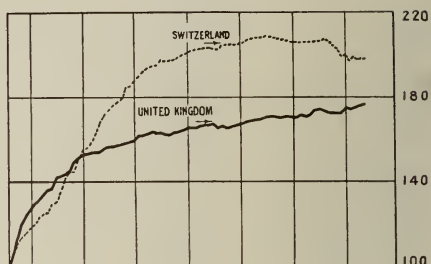
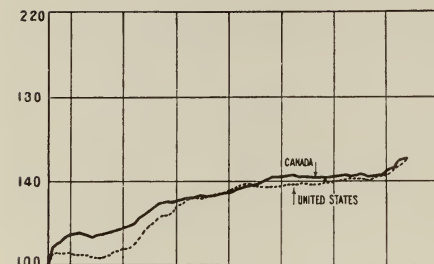
Cost-of-Living Index Advanced

The cost-of-living series also recorded larger gains and fewer declines in the first half of 1946. Advances of 2.9 per cent and 2.6 per cent for Canada and the United States, respectively, were substantial compared with changes which have been the rule for the past two years. In the United States, temporary suspension of O.P.A. controls on June 30 was followed by a sharp rise of 5.8 per cent in the July consumers' price index to a level of 43 per cent higher than August, 1939, and only 5.6 per cent below the all-time high of June, 1920. Index numbers of living costs in the United

PRICE INDEX GRAPHS WHOLESALE

AUGUST, 1939 = 100

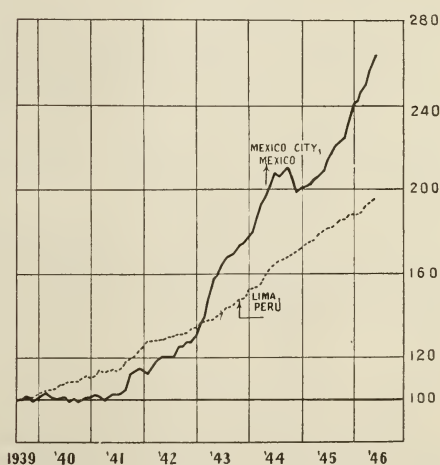
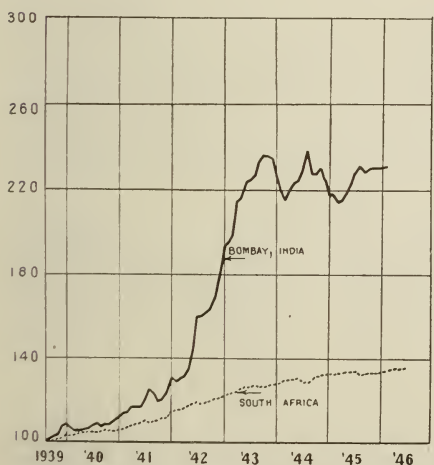
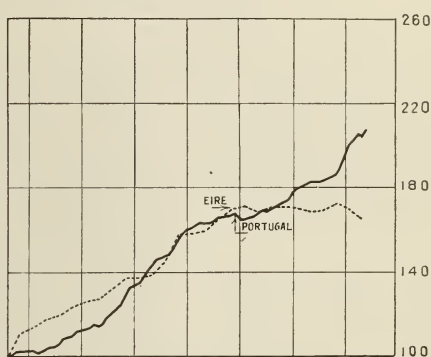
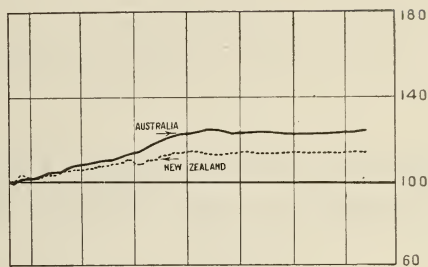
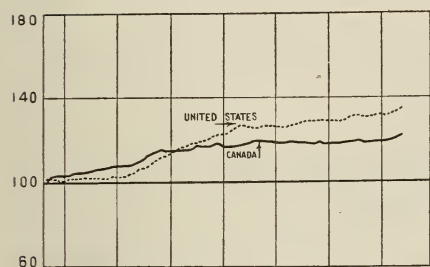
ALL INDEX NUMBERS CONVERTED FROM ORIGINAL BASE TO BASE AUGUST, 1939 = 100



PRICE INDEX GRAPHS COST OF LIVING

AUGUST, 1939 = 100

ALL INDEX NUMBERS CONVERTED FROM ORIGINAL BASE TO BASE AUGUST, 1939 = 100



Kingdom and Switzerland showed no change between December, 1945, and June, 1946. Large increases continued to be shown by Latin American countries, that for Mexico amounting to 14.1 per cent; and for Lima, Peru, amounting to 4.3 per cent.

Further Advances In September

The Dominion Bureau of Statistics' cost-of-living index advanced from 125.5 on September 3 to 126.8 on October 1, 1946. Index numbers for five of the six family budget groups moved higher, but increases in consumer milk prices accounted for the major part of the October advance. The food index moved up from 143.2 to 146.5, with further seasonal declines in vegetables offsetting part of the rise for milk. Results from an October survey of rentals increased the index in this group from 112.6 to 113.4.

More Commodities Under Export Control in the United States

Increase of eleven per cent in number of items on positive list, majority being in metals and manufactures—Export licensing operations simplified and expedited.

By H. A. Scott, Commercial Counsellor, Canadian Embassy

Washington, D.C., November 2, 1946.—The Office of International Trade is distributing a new Comprehensive Export Schedule, a publication of the Department of Commerce, which contains a positive list of commodities for which an export licence is required. It includes general information and instructions for all types of export licences in the United States.

The positive list of commodities shows an increase of approximately 11 per cent in the number of items requiring export control, compared with that appearing in the previous issue of the Comprehensive Export Schedule, dated July 1, 1946. The majority of these increases has been in metals and manufactures, and is based on two factors: Building materials considered essential to the domestic housing program, and production difficulties in the basic metal industry.

Reductions Noted In Certain Groups

A number of additions appear in the machinery and vehicles group, including several categories of track-laying and wheel tractors and various types of industrial machinery. With minor exceptions, leather and chemical items comprise the remainder of the additions. A reduction is shown in certain groups of commodities, such as dried and evaporated fruits, essential oils, and most coated fabrics.

The Comprehensive Export Schedule indicates marked progress in the program of the Office of International Trade to simplify and expedite export licensing operations. Several commodities, previously subject to complicated procedure, have now been extended the facilities of a simpler form of licence.

Australia Disposes of War Plants

Sydney, N.S.W., November 2, 1946.—The Australian Secondary Industries Commission has disposed of 39 government plants; seven war factories and munitions annexes having been sold to private firms, and 150 leases effected.

Trade Balance With Britain Nearly Equals That With the United States

Monthly average exports to United Kingdom exceed imports by \$37 millions, whereas imports from United States exceed exports by \$39.4 millions—Imports from Latin American countries far in excess of prewar figures.

By D. H. Fullerton, Research and Development, Dominion Bureau of Statistics

Imports into Canada for the first nine months of 1946 were valued at \$1,360,810,041, compared with \$1,187,769,521 for the first nine months of 1945 and \$559,000,000 for an average nine-month period in the years 1937-39. The current level of imports is at a rate equivalent to 1944, the highest wartime year. Of the total imports, over 70 per cent originated in the United States. At \$156,096,013, imports for the month of September show a drop of \$7 million from the preceding month, but an increase of \$34 million over the same month last year. The decline from August is accounted for primarily by a decrease of slightly over \$7 million in imports from the United States.

Trilateral Trade with U.S. and U.K. Continues

The traditional pattern of Canadian trade with the United States and the United Kingdom is emphasized in the trade figures for the first nine months of 1946. Imports from the United States for this period exceeded exports to that country by \$354 million, an average of nearly \$40 million per month. On the other hand, Canadian exports to the United Kingdom exceeded imports by \$333 million, or an average of \$37 million monthly. The magnitudes involved, however, are substantially greater than the 1937-39 average, and the Canadian commodity deficit with the United States is three and one-half times that for 1937-39.

Of more significance is the situation arising out of the inconvertibility of the Canadian surplus on United Kingdom account. Before the war the credit arising out of trade with the United Kingdom was used to offset the deficit on United States account. With the United Kingdom forced to borrow from Canada to make up her commodity deficit, Canadian U.S. dollar requirements now must be met out of receipts from other sources or by drawing on reserves. The accompanying table lists the balances by months. It will be noted that the trend of imports from the United States is upwards, and that the rise in Canadian exports to that country is not so pronounced.

Month, 1946	United States			United Kingdom		
	Imports	Exports (\$ Million)	Trade Balance	*Imports	Exports (\$ Million)	Trade Balance
January	97.4	62.3	— 35.1	12.9	51.1	+ 38.2
February	86.6	57.6	— 29.0	5.3	37.8	+ 32.5
March	100.1	66.5	— 33.6	9.0	50.5	+ 41.5
April	114.8	71.4	— 43.4	11.7	41.0	+ 29.3
May	113.4	72.2	— 41.2	10.9	54.9	+ 44.0
June	106.6	66.5	— 40.1	14.0	30.6	+ 16.6
July	112.5	74.8	— 37.7	12.1	40.4	+ 28.3
August	123.1	75.0	— 48.1	12.2	71.9	+ 59.7
September	115.8	69.6	— 46.2	11.4	54.3	+ 42.9
Total	970.3	615.9	—354.4	99.5	432.5	+333.0
Monthly average, 1946	107.8	68.4	— 39.4	11.1	48.1	+ 37.0
Monthly average, 1937-39 ..	39.2	28.1	— 11.1	10.5	29.7	+ 19.2

* Imports revised for Canadian Goods Returned.

Imports from Latin America Many Times Prewar Level

Imports from Latin American sources in the first nine months of 1946 were valued at \$92.5 millions, nearly 50 per cent larger than in 1945 and over five times the full year average for 1937-39. This increase is particularly pronounced for the Central American group, as will be seen from the following table:

Canadian Imports from Latin America

	Jan.-Sept. 1946	Jan.-Sept. 1945	Jan.-Sept. 1937-39
	(Millions of Dollars)		
Central America	46.5	31.9	1.6
South America	46.0	34.9	16.1
	<hr/> 92.5	<hr/> 66.8	<hr/> 17.7

Two factors modify somewhat the effect of the above increase. The first is the change in prices over the years. A further consideration is the method of shipment of some Central and South American commodities before the war. They were imported into Canada via the United States and credited to that country in the Canadian import statistics. The Latin American figures tend to be undervalued accordingly. The amounts involved were not large.

Imports Principally Raw Materials

Following are the principal Latin American sources for Canadian imports in 1946. Main commodities are shown for each country. It is interesting to note that Canadian imports from Latin American countries consist almost entirely of raw materials and foodstuffs.

	Jan.-Sept. 1946 (\$ million)	Main Commodities
Venezuela	18.3	Crude petroleum
Honduras	12.4	Bananas
Mexico	12.3	Cotton, fibres, tomatoes
Brazil	11.6	Coffee, vegetable wax, cotton
Cuba	10.8	Sugar, pineapples, tobacco
Colombia	8.3	Coffee, crude petroleum
Argentina	6.3	Cotton seed and oil, quebracho, corn
San Domingo	4.8	Sugar

Empire Imports One Hundred Millions

Imports from British Empire countries, excluding the United Kingdom, approximated \$100 millions in the first nine months of 1946. For a comparable nine-month period in 1937-39, the average was less than \$60 millions. The following table lists principal countries and the main items imported from each:

	Jan.-Sept. 1946 (\$ million)	Main Commodities
India	21.9	Jute fabrics, tea, rugs
Australia	14.6	Wool, raisins, rabbit skins
Jamaica	9.0	Sugar, bananas, rum
British Guiana	7.8	Sugar, bauxite ore
New Zealand	7.5	Wool
British South Africa	6.6	Persian lamb skins, diamonds, cobalt ore
Nigeria	4.7	Peanuts, cocoa beans, palm oil
Newfoundland	4.3	Fish
Gold Coast	3.2	Cocoa beans, manganese oxide

Canadian Imports by Countries

British Empire	September 1945 \$	September 1946 \$	Jan.-Sept. 1945 \$	Jan.-Sept. 1946 \$
United Kingdom (1)	9,631,396	11,982,896	98,686,982	159,285,618
Eire .....	....	21,491	7,030	29,966
Aden .....	....	....	1,675	....
Africa—				
British East	231,939	644,785	1,343,325	2,498,717
British South	1,054,162	491,757	5,368,503	6,586,376
Southern Rhodesia	6,046	7,265	509,117	61,721
British West—				
Gold Coast	203,336	....	5,685,359	3,151,467
Nigeria	480,382	7,252	3,090,898	4,766,067
Sierra Leone .....	....	....	1,532	....
Bermuda	30,139	35,934	90,523	73,447
British East Indies—				
British India	3,388,646	4,768,404	24,336,665	21,919,139
Burma .....	....	....	....	1,000
Ceylon	740,252	304,273	5,275,753	2,739,370
Straits Settlements .....	....	3,071	....	2,234,105
British Guiana	740,997	1,389,501	8,199,196	7,770,493
British Honduras .....	....	43,962	294,713	927,528
British Sudan	1,351	....	42,213	32,276
British West Indies—				
Barbados	565,006	879,619	4,944,575	4,304,168
Jamaica	756,417	1,100,031	5,625,143	8,951,594
Trinidad and Tobago	144,092	258,550	2,440,367	2,477,909
Other British West Indies ..	20,145	40,225	587,397	496,650
Falkland Islands .....	....	....	424,458	....
Hong Kong .....	....	11,806	....	39,067
Malta	3,086	....	17,134	41,292
Newfoundland (1)	2,877,804	841,267	11,453,700	6,153,934
Oceania—				
Australia	1,541,090	1,498,786	12,678,280	14,641,852
Fiji .....	....	....	880,528	2,258,010
New Zealand	990,421	1,360,948	6,093,162	7,542,898
Other British Oceania .....	....	....	409,374	420,074
Palestine	13,438	10,553	274,510	373,689
Total British Empire	23,420,145	25,702,376	198,762,112	259,778,427

FOREIGN COUNTRIES

Abyssinia .....	....	....	1,789	1,105
Afghanistan	24,929	....	442,109	1,572,084
Argentina	413,026	2,247,460	6,225,941	6,253,682
Belgium	11,114	549,162	11,343	2,810,759
Belgian Congo	69,162	93,635	111,733	571,949
Bolivia .....	....	....	25,428	32,069
Brazil	420,922	1,512,121	4,593,717	11,623,627
Chile	36,531	12,492	445,908	258,762
China .....	....	111,481	239	1,949,400
Colombia	1,184,954	985,491	8,926,144	8,252,799
Costa Rica	63,807	58,228	550,957	382,103
Cuba	522,598	849,254	6,208,488	10,772,193
Czechoslovakia .....	....	112,928	....	304,005
Denmark .....	....	5,562	....	47,492
Greenland	61,456	263,813	188,796	270,641
Ecuador	158,990	1,471	1,803,129	83,373
Egypt .....	....	7,500	136,885	176,402
Finland .....	....	....	....	8,144
France	37,229	444,248	48,879	2,777,403
French Africa .....	....	66	129,733	316,190
French Guiana .....	....	....	....	287
French Oceania	22	....	29,717	21,836
French West Indies	41	....	94,012	3,262
Madagascar .....	....	....	86,724	94,125
St. Pierre and Miquelon	3,392	294	9,465	4,666
Germany	440	450	545	10,834
Greece .....	....	5,554	360	44,718
Guatemala	107,728	101,305	1,428,687	2,694,951
Haiti (Republic of)	86,572	4,091	354,794	741,244
Honduras	770,422	1,152,636	6,146,805	12,358,122
Iceland	18,900	....	19,659	954
Iraq (Mesopotamia)	12,401	....	964,129	1,156,415
Italy	181	124,933	353	1,337,897

Canadian Imports by Countries—Concluded

FOREIGN COUNTRIES— <i>Con.</i>	September 1945 \$	September 1946 \$	Jan.-Sept. 1945 \$	Jan.-Sept. 1946 \$
Italian Africa, Other .....	....	....	....	4,420
Japan .....	....	1,000	....	3,004
Liberia .....	....	....	6,560	59,972
Mexico	1,182,136	367,841	10,413,335	12,270,520
Morocco	5,664	....	102,137	17,927
Netherlands	43,854	351,136	78,118	1,453,891
Netherlands East Indies ....	....	9,669	10,475	40,325
Netherlands West Indies ...	....	352,153	640,261	2,185,272
Nicaragua .....	....	397	283	13,434
Norway	33,946	13,174	600,000	754,410
Panama .....	....	711	33,698	12,351
Paraguay	17,816	32,230	149,280	245,254
Persia	15,644	....	196,635	256,714
Peru	1,068	5,077	112,162	553,383
Philippine Islands .....	....	386,582	25	417,776
Poland .....	....	....	....	80
Portugal	121,159	97,626	961,712	1,664,284
Azores and Madeira	3,374	4,572	37,683	120,528
Portuguese Africa	3,395	....	243,319	510,192
Russia (U.S.S.R.)	13,512	13,314	1,117,841	1,504,604
Salvador	193,791	....	1,364,299	2,402,472
San Domingo (Dom. Republic) .	379,960	724,832	5,441,310	4,842,437
Siam .....	....	975	....	2,985
Spain	220,943	180,828	2,541,407	3,639,763
Sweden	293,444	314,933	409,654	2,833,030
Switzerland	815,441	502,442	4,710,478	8,345,605
Syria	1,547	867	14,209	29,544
Turkey	6,529	15,214	132,020	705,103
United States	89,587,918	115,765,893	907,947,830	969,733,965
Alaska	9,533	62,827	82,596	280,664
American Virgin Islands ...	....	9,591	....	18,462
Hawaii .....	....	....	2,500	306,946
Puerto Rico	26,121	3,233	48,278	128,916
Uruguay	475	62,811	85,996	451,153
Venezuela	1,857,225	2,469,534	12,536,840	18,286,983
Yugoslavia .....	....	....	....	1,752
Total Foreign Countries ..	\$ 98,839,312	\$ 130,393,637	\$ 989,007,409	\$1,101,031,614
Total	\$122,259,457	\$ 156,096,013	\$1,187,769,521	\$1,360,810,041

¹ Included in the "Miscellaneous Commodities" grouping is an item "Canadian goods returned", which apart from the returns from the United States, in 1945 and 1946 consisted mainly of Canadian military equipment returned from abroad. In the case of imports from the United Kingdom and Newfoundland, the value of returned equipment is large enough to introduce distortion, and no use should be made of aggregate figures of imports from these two countries without taking this item into account.

Parcel Post to Poland Discontinued

Owing to the absence of sailings from the United Kingdom and from the United States, parcels cannot be transmitted to Poland until further notice.

Trinidad Enlarging Piarco Airport

Port-of-Spain, November 1, 1946 (FTS).—Reconstruction and enlargement of Piarco Airport, in Trinidad, is being planned, according to an announcement of the Director of Civil Aviation. The runway is being extended from 5,000 to 7,000 feet in order to accommodate the larger planes now being used. It is expected that some \$5,000,000 will be spent on airfield and road construction and the new terminal building. When completed, this colony will possess a modern airdrome, in keeping with its position as a focal point on the air map of the Western Hemisphere.

United States Classifies Lumber Being Admitted Free of Duty

Timber products, prefabricated houses and empty packing boxes listed in emergency order of National Housing Expediter, amplified by the President.

Washington, D.C., November 9, 1946 (FTS).—Further to the announcement that, effective October 25, 1946, all lumber, timber and timber products, declared by the National Housing Expediter to be suitable for the construction or completion of housing accommodation, might be admitted duty-free into the United States, mention is now made of the classes involved:

Sawed lumber and timber, not specially provided for, of fir, spruce, pine, hemlock or larch.

Maple, except Japanese maple, birch and beech flooring.

Plywood.

Packing boxes (empty), and packing box shooks, of wood, not specially provided for.

Red cedar shingles, such as are provided for in paragraph 1760, Tariff Act of 1930, and subject to duty under the act of July, 1940.

Sawed lumber and timber, not further manufactured than planed, and tongued and grooved, not specially provided for.

Prefabricated Houses and Panels Also Admitted

The regulations also state that the Housing Expediter may designate and certify additional items, particularly certain manufactures of wood, such as millwork, prefabricated and ready-cut houses, portable houses, prefabricated panels for houses and panelized parts, all the foregoing in chief value of wood.

If certain manufactures of wood are in part of copper, such as weather-stripping, they will be exempt from the import tax on copper, provided for in Section 3425 of the Internal Revenue Code.

The need for packing boxes is made imperative by the fact that many articles used in housing cannot be shipped uncrated, and that a shortage of boxes could easily delay completion of houses.

(Editor's Note—Two articles on the housing situation in the United States appeared in the *Commercial Intelligence Journal* on September 14 and 28, and the preliminary announcement of this ruling on November 9.)

India May Export Raw and Tanned Hides, Skins and Footwear

New regulations govern shipment of hides within certain weight limitations—Quota of 10,000,000 skins, of which 9,370,000 to be shipped through Madras.

By Import Division, Foreign Trade Service

New regulations governing the export of raw and tanned hides and skins, and children's leather footwear have been announced by the Indian Controller of Exports, with effect from September 1, 1946. Children's leather footwear has been decontrolled, and may be exported without any quantitative restrictions. Among the totally prohibited exports are all

vegetable-tanned leather produced from buffalo hides, kattais or buffalo calves, weighing 8 pounds per skin and over. Exceptions to this regulation are heavy vegetable-tanned buffalo leather, weighing over 16 pounds per side and over 32 pounds per hide, and East India-tanned buffalo hides, weighing 12 pounds per skin and over. Exports of chrome-tanned sole leather, weighing up to 16 pounds, as side or 32 pounds as hide, are also prohibited, though there are no restrictions on the export of chrome-tanned sole leather exceeding these weights. Heavy vegetable-tanned buffalo leather weighing over 16 pounds per side or over 32 pounds per hide may be exported freely.

Token Shipments Allowed

Exports will be allowed to all permissible destinations, shipments comprising up to 15 per cent of each individual's average annual exports during the three calendar years 1937-39, of the following: Wet salted cow hides (trimmed according to trade custom) from 13 pounds upwards; dry salted cow hides, with the exception of the selections known by the trade as Saccs, Sacs, Sas, Sac, Sacr and Sacrd, from 9 pounds upwards; salted cow hides of selections known by the trade as Saccs, Sacs, Sas, Saed, Sacr and Sacrd from 7 pounds upwards; dry (arsenicated or otherwise framed cow hides from 6 pounds upwards; buffalo hides, kattais or buffalo calves, all sorts; hides cut into pieces of any weight or size; wet salted cow hides (trimmed according to trade custom) weighing below 13 pounds per hide; dry salted cow hides, other than selections known by the trade as Saccs, Sacs, Sas, Saed, Sacr and Sacrd weighing below 9 pounds per hide; salted cow hides of the selection known by the trade as Saccs, Sacs, Sas, Saed, Sacr and Sacrd weighing below 7 pounds per hide; dry (arsenicated or otherwise) framed cow hides weighing below 6 pounds per hide and all dry (arsenicated or otherwise) unframed cow hides.

Raw goat skins may be exported freely, while the export of raw sheep skins (including pickled sheep skins) except Amritsar Papras are prohibited. The export of Amritsar Papras is permitted freely only through the port of Karachi.

The export of East India tanned buffalo calf skins weighing 4 pounds to below 12 pounds per skin is permitted freely to all permissible destinations, while the export of East India tanned buffalo skins weighing below 4 pounds per skin to destinations other than the United Kingdom should be confined to consignments authorized by the Indian representative attached to the British Board of Trade representative at Madras.

Vegetable-Tanned Leather Exports Halved

All classes of vegetable-tanned leather produced from cow hides or cow calf skins weighing 8 pounds or over as hide and 4 pounds or over as side (other than those known as East India tanned cow and cow calves) may be exported to all permissible destinations, shipments comprising up to 50 per cent of each individual's average annual exports to the destination concerned during the three calendar years 1937-39. Tanners not holding quotas may export up to 10 per cent of their 1945 production. All classes of vegetable-tanned leather produced from cow hides or cow calf skins weighing below 8 pounds as hide or 4 pounds per skin as side (other than those known as East India tanned cow and cow calves) may be exported freely. East India tanned cow and cow calves may be exported to destinations other than the United Kingdom if confined to consignments authorized by the Indian representative attached to the British Board of Trade representative at Madras.

All chrome-tanned upper leather produced from cow or buffalo hides or calf skins and chrome-tanned sheep skins should be allowed export to all permissible destinations, shipments comprising up to 50 per cent of each individual's average annual exports to the destination concerned during the three calendar years 1937-39. Tanners not holding quotas may export up to 10 per cent of their 1945 production. Export of chrome-tanned goat skins is allowed freely. Exports of vegetable-tanned goat skins are permitted freely, while exports of vegetable-tanned sheep skins are permitted up to a quantity of ten million skins a year. Exports against the quota of ten million skins are permitted on a quota basis from the following Indian ports: Calcutta, 50,000 skins; Bombay, 545,000 skins; Karachi, 35,000 skins and Madras, 9,370,000 skins, and the exports are freely licensed up to the limit indicated for each port. Quantities exported since April 1, 1946, will be detailed to these quotas.

Canadian importers requiring further details should communicate with the Import Division, Department of Trade and Commerce.

New Zealand Lowers Import Barriers

Wellington, November 8, 1946 (FTS).—The New Zealand Customs Department announced recently amendments to the Import Licensing Schedule for the 1947 period in respect of certain imports, including the following: The allocation for imports of unassembled commercial vehicle chassis from the United Kingdom, Canada and the United States has been increased to 50 per cent of the value of imports of such chassis from the same sources in 1938, while the quota for unassembled motor cars from these sources has also been increased to 50 per cent of the value of unassembled or built-up cars imported during the same period.

Imports of carbon and similar copying paper from British countries (formerly under control) will be licensed up to 50 per cent of the amounts of licences issued for imports of similar goods from the same sources in 1946. The allocation for imports of rifles has been increased to imports from all sources up to 100 per cent of the value of imports of such goods from all sources in 1938. Licences for imports of paint brushes from British countries will be granted to the extent of 100 per cent (formerly 50 per cent) of the amounts of licences granted for imports of similar goods from all sources in 1943. Licences for imports of .22 calibre ball cartridges from any source will be granted to the extent of the value of the applicant's imports of similar goods from the same source in 1938, provided that evidence is produced that supplies are available.

Bench Grinders For Sale By War Assets Corporation

Four bench grinders, designed for use aboard ship, are being offered for sale by the War Assets Corporation. Each unit includes one power-driven bench grinder, double wheel type, direct driven with a $\frac{1}{2}$ h.p. direct current motor, operating at 3,450 r.p.m., 230 volts, 2.2 amperes. The grinders are as listed in the manufacturer's catalogue, number 807A, with one each number 60 and number 36 grain one-inch face by $\frac{5}{8}$ -inch hole by 7-inch grinding wheels, and are packed in a box. Also, separately boxed, is a set of spare parts containing one each of the above-mentioned grinding wheels and two only eye shields of heavy glass, with steel frame and mounting bracket. These grinders are offered at \$98.08 each, complete as above. They are located in War Assets Corporation Warehouse No. 42, Montreal. Enquiries should be submitted to the Export Sales Division, War Assets Corporation, No. 4 Temporary Building, Ottawa.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Calgary—Board of Trade.

Edmonton—Can. Manufacturers' Association.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Kelowna—Board of Trade.

Montreal—Montreal Board of Trade.

Quebec City—Board of Trade.

Saint John—Board of Trade.

Toronto—Can. Manufacturers' Association.

Vancouver—Can. Manufacturers' Association.

Vernon—Board of Trade.

Victoria—Dept. of Trade and Industry.

Winnipeg—Can. Manufacturers' Association.

H. L. Brown, recently returned from Johannesburg, South Africa, where he was trade commissioner, began his Canadian tour in Toronto on July 15. His territory included the Transvaal, Orange Free State, Northern Rhodesia, Southern Rhodesia, Portuguese East Africa, Nyasaland and the Belgian Congo. Due to unforeseen circumstances, the tour in Eastern Canada of Mr. Brown has been postponed indefinitely.

Richard Grew, who was recently appointed trade commissioner at Bombay, will take up this post on the conclusion of his Canadian tour. His territory will include Burma and Ceylon. Mr. Grew was formerly trade commissioner at Cairo.

Paul Sykes, of Ottawa, formerly Canadian Trade Commissioner in Bombay, has been appointed Canadian Trade Commissioner in Singapore. His territory will include the Malayan Union, British North Borneo, Brunei, Sarawak, Siam and Netherlands India. He resumed his Canadian tour in Toronto on November 4, and will proceed to his new post on its conclusion.

K. F. Noble, formerly trade commissioner at Sydney, where his territory included the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies, commenced his Canadian tour in Ottawa on August 22. On the conclusion of his tour, Mr. Noble will take up the post of trade commissioner at Hong Kong.

J. C. Depocas, who will open a new office of the Trade Commissioner Service at São Paulo, Brazil, on the conclusion of his Canadian tour. Mr. Depocas was formerly trade commissioner at Buenos Aires, where his territory included Uruguay and Paraguay.



Their itineraries are as follows—

J. C. Depocas

(Appointed Trade Commissioner at São Paulo)

Toronto—November 19-22.

K. F. Noble

(Appointed Trade Commissioner at Hong Kong)

Vancouver—November 7-19.

Victoria—November 20-21.

Richard Grew

(Appointed Trade Commissioner at Bombay)

Montreal—November 13-26.

Paul Sykes

(Appointed Trade Commissioner at Singapore)

Winnipeg—November 26.

Calgary—November 28.

Vernon—November 29.

Kelowna—November 30.

Vancouver—December 2-14.

Edmonton—December 17.

Trade Commissioners Keep Elaborate Records

It has been brought to the notice of the Department of Trade and Commerce that Canadian firms are being approached unnecessarily by overseas buyers and agents without regard to the fact that, in many cases, the Canadian exporter is already represented in a specific market. In some cases the visitor from overseas wrongly states that the names of the Canadian firms have been obtained from or recommended by Canadian Trade Commissioners. As a result, some Canadian exporters have blamed the Trade Commissioners for unnecessary inquiries or for not maintaining adequate records of the Canadian products being sold in their territories.

It is contrary to departmental policy to interfere with the connections of Canadian firms abroad, unless at the request of the exporter. To avoid difficulties of this kind, elaborate records are maintained by each Trade Commissioner of the firms selling in his area. These are carefully checked in most cases before Canadian firms are recommended as a source of supply to a foreign importer. It is, therefore, important, particularly at this time, when connections in many markets are being renewed, that the Department be advised promptly of any agency changes. Such action will avoid unnecessary correspondence and embarrassment. Up-to-date information on foreign connections should be directed to the Export Division (Exporters' Directory), Department of Trade and Commerce, Ottawa.

Seven Areas In Lisbon Territory

Lisbon, October 28, 1946 (FTS).—Territory for which the Canadian Trade Commissioner in Lisbon is responsible covers seven distinct political and/or geographical areas. This usually necessitates appointing an agent or representative in each area. Canadian exporters are requested to furnish the Lisbon office with seven catalogues and price lists, if they desire representation throughout the territory.

The attention of exporters is also directed to the fact that postal rates on ordinary letters to Lisbon commence with a minimum of five cents, and not four cents.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

125. **Belgium**—Association Professionnelle des Importateurs de Semences, Wanze-Huy, Liege, is interested in buying Canadian vegetable seeds and maize seeds. File Number: 24950.
126. **Mexico**—Firm wants to contact any Canadian paint company in a position to ship to Mexico during the next 12 months. File Number: 27751.
127. **Mexico**—Isaac Moscona, La Cosina Americana, S.A., Artículo 123 No. 12, Mexico, D.F., Mexico, has expressed interest in purchasing in Canada the following: Gas stoves, washing machines, electrical appliances and bathroom fixtures. File: C.E. 260.
128. **Mexico**—Antonio Berentsen, Balderas 31-109, Mexico City, Mexico, has expressed interest in securing an agency and representation for the following: Agricultural machinery, particularly sowing machines, hand-operated and motor-driven spraying outfit, and oats. Also superphosphate 22 or 48 per cent strength. C.E. 259.

Trade and Tariff Regulations

Luxury Fish Removed From International Allocation

Canned lobsters, oysters, scallops and other luxury type canned fish have been removed from international allocation by the International Emergency Food Council. Export permits will now be freely granted for canned clams, fish paste, lobsters and lobster paste, quahaugs, mussels, halibut, sea trout, eels, shad, anchovies, oysters, scallops, crabs and other types of shell fish by the Export Permit Branch, Department of Trade and Commerce.

Luxury type fish listed above may now be imported without the necessity of obtaining an import permit.

The decision of the International Emergency Food Council means that international allocations now apply only to such canned fish as salmon, herring, kippered snacks, alewives, pilchards, sardines, bristling, sild, tuna, mackerel, cod and related species, such as fish flakes and chicken and South African crawfish and canned groundfish.

U.K. Admits Packed Fish under Open Licence

Fish and fish products, packed in tins, jars or other airtight containers, consigned from any country, may be imported into the United Kingdom between November 4, 1946, and October 31, 1947, under an open general licence. Types not included in this Board of Trade order are: bristling, crabs, crawfish, herring, lobster, mackerel, pilchards, sardines, sild and tuna. Separate import licences, other than for the excepted types, will not be required during the above-mentioned period.

Scallops and Lobsters Flown From Australia to New York

Sydney, N.S.W., November 2, 1946.—Tasmanian scallops and Australian lobsters, packed in thirty pounds of dry ice, have been shipped by air from Melbourne to New York aboard an Australian National Airways "Skymaster".



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operators, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steam rthat will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Montreal

†Calls at Halifax en route to Bermuda, BW.I., and British Guiana

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenco Marques...	November 23	<i>Cambray</i>	Elder Dempster
Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban.....	November 23	<i>Cambray</i>	Elder Dempster
Argentina— Buenos Aires.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Australia— Brisbane..... Sydney..... Melbourne..... Adelaide.....	November 11-21	<i>City of Sydney</i>	Montreal Australia New Zealand Line
Belgium— Antwerp..... Antwerp..... Antwerp..... Antwerp..... Antwerp..... Antwerp.....	November 13-16 November 14-16 November 18 November 18 November 19 November 22 November 25	<i>Prins Willem IV</i> <i>Prins Maurits</i> <i>Marchcape</i> <i>Harpefjell</i> <i>Beaconsfield</i> <i>Loppersun</i> <i>Mont Sandra</i>	Shipping Limited Shipping Limited March Shipping Brock Shipping Cunard White Star Shipping Limited Montreal Shipping
Brazil— Rio de Janeiro..... Santos.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
British Honduras— Belize.....	November 12-16	<i>Beresford Park</i>	Saguenay Terminals
Ceylon— Colombo.....	November 16	<i>Samconstant</i>	McLean Kennedy
China— Shanghai.....		A Ship	McLean Kennedy
Colombia— Barranquilla.....		A Ship	Saguenay Terminals

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator or Agent
Costa Rica— Port Limon.....	November 12-16	<i>Beresford Park</i>	Saguenay Terminals
Cuba— Havana.....	November 12-16	<i>Beresford Park</i>	Saguenay Terminals
Curaçao— .....	.....	A Ship	Saguenay Terminals
Egypt— Alexandria.....	November 16	<i>Samconstant</i>	McLean Kennedy
Eire— Dublin..... Dublin.....	November 18 November 21	<i>Irish Hazel</i> <i>Torr Head</i>	Shipping Limited McLean Kennedy
France— Channel Ports.....	.....	A Ship	Montreal Shipping
Germany— Hamburg..... Hamburg.....	November 18 November 25	<i>Marchcape</i> <i>Mont Sandra</i>	March Shipping Montreal Shipping
Guatemala— Puerto Barrios.....	November 12-16	<i>Beresford Park</i>	Saguenay Terminals
Haiti— Port au Prince.....	November 19-21	<i>Captain Polemis</i>	Saguenay Terminals
Holland— Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam.....	November 13-16 November 14-16 November 18 November 18 November 22 November 25	<i>Prins Willem IV</i> <i>Prins Maurits</i> <i>Marchcape</i> <i>Harpefjell</i> <i>Loppersun</i> <i>Mont Sandra</i>	Shipping Limited Shipping Limited March Shipping Brock Shipping Shipping Limited Montreal Shipping
Rotterdam..... Amsterdam.....	November 19	<i>Beaconsfield</i>	Cunard White Star
Hong Kong.....	.....	A Ship	McLean Kennedy
India— Karachi..... Bombay..... Madras..... Calcutta.....	November 16	<i>Samconstant</i>	McLean Kennedy
Mediterranean— Central and Western Areas	November 20 November 22 November 25	<i>Oceanside</i> <i>Mont Sorrel</i> <i>Mont Gaspe</i>	Montreal Shipping Montreal Shipping Montreal Shipping
Mexico— Vera Cruz.....	.....	A Ship	Canadian National
Morocco— Casablanca..... Casablanca..... Casablanca.....	November 20 November 22 November 25	<i>Oceanside</i> <i>Mont Sorrel</i> <i>Mont Gaspe</i>	Montreal Shipping Montreal Shipping Montreal Shipping
Newfoundland— St. John's..... St. John's..... St. John's.....	November 22 November 25 November 26-29	<i>Mont Sorrel</i> <i>Blue Peter II</i> <i>Meigle</i>	Montreal Shipping Montreal Shipping Shaw Steamships
New Zealand— Auckland..... Wellington..... Lyttleton..... Dunedin.....	November 14-25	<i>Samingoy</i>	Montreal Australia New Zealand Line
Northern Ireland— Belfast.....	November 16	<i>Fanad Head</i>	McLean Kennedy
Norway.....	.....	A Ship	Brock Shipping

Departures from Montreal—Con.

Destination	Loading Date	Vessel	Operator or Agent
Panama— Cristobal.....	November 12-16	<i>Beresford Park</i>	Saguenay Terminals
Philippines— Manila.....	.....	A Ship	McLean Kennedy
Poland— Gdansk.....	November 25	<i>Mont Sandra</i>	Montreal Shipping
Portugal— Lisbon..... Lisbon..... Lisbon.....	November 20 November 22 November 25	<i>Oceanside</i> <i>Mont Sorrel</i> <i>Mont Gaspe</i>	Montreal Shipping Montreal Shipping Montreal Shipping
Puerto Rico— San Juan.....	.....	A Ship	Saguenay Terminals
St. Pierre.....	.....	A Ship	Shaw Steamships
San Domingo— Ciudad Trujillo.....	.....	A Ship	Saguenay Terminals
Scandinavia— Baltic Ports.....	November 20	<i>Sparreholm</i>	Swed. Amer. Mexico
United Kingdom— Avonmouth..... Avonmouth..... Bristol..... Cardiff..... Glasgow..... Hull..... Leith..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... London..... London..... London..... Manchester..... Manchester..... Newcastle..... Swansea.....	November 16 November 22 November 22 November 22 November 18 November 16 November 20 November 21 November 25 November 25 November 16 November 18 November 24 November 19 November 27 November 22	<i>Dorelian</i> <i>Pacific Exporter</i> <i>Pacific Exporter</i> <i>Pacific Exporter</i> <i>Gracia</i> A Ship A Ship <i>Fanad Head</i> <i>Beaverburn</i> <i>Torr Head</i> <i>Cavina</i> <i>Fort Ticonderoga</i> <i>Beaverdell</i> <i>Harpeffell</i> <i>Beaverglen</i> <i>Manchester Port</i> <i>Manchester Trader</i> A Ship <i>Pacific Exporter</i>	Cunard Donaldson Furness Withy Furness Withy Furness Withy Donaldson Atlantic McLean Kennedy Cairn-Thomson McLean Kennedy Canadian Pacific McLean Kennedy Donaldson Atlantic Donaldson Atlantic Canadian Pacific Brock Shipping Canadian Pacific Furness Withy Furness Withy Cairn-Thomson Furness Withy
Uruguay— Montevideo.....	November 15-20	<i>Brazilian Prince</i>	Furness Withy
Venezuela— La Guaira..... Guanta.....	November 19-21	<i>Captain Polemis</i>	Saguenay Terminals
West Indies— Antigua..... Antigua..... Bahamas..... Bahamas..... Barbados..... Barbados..... Barbados.....	November 15-22 November 15-24 November 24 November 26 November 15-22 November 15-24 November 22-24	† <i>Chomedy</i> <i>Alcoa Pegasus</i> † <i>Cartier Park</i> <i>Maisonnewe Park</i> † <i>Chomedy</i> <i>Alcoa Pegasus</i> † <i>Lorne Park</i>	Canadian National Alcoa Steamships Canadian National Canadian National Canadian National Alcoa Steamships Canadian National

Departures from Montreal—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
West Indies—<i>Con.</i>			
Bermuda.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	November 24	† <i>Cartier Park</i>	Canadian National
Bermuda.....	November 26	<i>Maisonneuve Park</i>	Canadian National
British Guiana.....	November 15-22	† <i>Chomedy</i>	Canadian National
British Guiana.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
British Guiana.....	November 22-24	† <i>Lorne Park</i>	Canadian National
Dominica.....	November 22-24	† <i>Lorne Park</i>	Canadian National
Grenada.....	November 15-22	† <i>Chomedy</i>	Canadian National
Grenada.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Guadeloupe.....		A Ship	Saguenay Terminals
Jamaica.....	November 24	† <i>Cartier Park</i>	Canadian National
Jamaica.....	November 26	<i>Maisonneuve Park</i>	Canadian National
Martinique.....		A Ship	Saguenay Terminals
Montserrat.....	November 22-24	† <i>Lorne Park</i>	Canadian National
St. Kitts.....	November 15-22	† <i>Chomedy</i>	Canadian National
St. Kitts.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	November 22-24	† <i>Lorne Park</i>	Canadian National
St. Vincent.....	November 15-22	† <i>Chomedy</i>	Canadian National
St. Vincent.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	November 15-22	† <i>Chomedy</i>	Canadian National
Trinidad.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	November 19-21	<i>Captain Polemis</i>	Saguenay Terminals
Trinidad.....	November 22-24	† <i>Lorne Park</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the foregoing table, the following departures are listed by operators:

Destination	Loading Date	Vessel	Operator or Agent
Cuba—			
Santiago.....	Nov. 30-Dec. 3	<i>Dufferin Park</i>	Pickford & Black
Santiago.....	December 23-28	<i>Oakmount Park</i>	Pickford & Black
Newfoundland—			
St. John's.....	November 15-18	<i>Fort Amherst</i>	Furness Withy
St. John's.....	November 17-19	<i>Savoy</i>	Furness Withy
United Kingdom—			
Liverpool.....	November 16	<i>Pacific Enterprise</i>	Furness Withy
Liverpool.....	November 23	<i>Samaria</i>	Cunard White Star
Liverpool.....	December 21	<i>Samaria</i>	Cunard White Star
West Indies—			
Bermuda.....	November 22-25	<i>Fort Amherst</i>	Furness Withy
Jamaica.....	Nov. 30-Dec. 3	<i>Dufferin Park</i>	Pickford & Black
Jamaica.....	December 23-28	<i>Oakmount Park</i>	Pickford & Black

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques..	December 1-10	<i>Fantee</i>	Elder Dempster
Lourenco Marques..	December 14-23	<i>Cargill</i>	Elder Dempster
Lourenco Marques..	December 22-31	<i>Tarkwa</i>	Elder Dempster
Africa-South—			
Cape Town.....	December 1-10	<i>Fantee</i>	Elder Dempster
Port Elizabeth.....	December 10	<i>A Ship</i>	Montreal Shipping
East London.....	December 14-23	<i>Cargill</i>	Elder Dempster
Durban.....	December 22-31	<i>Tarkwa</i>	Elder Dempster
Belgium—			
Antwerp.....	December 15	<i>Marchport</i>	March Shipping
Antwerp.....	December 25	<i>Marchdale</i>	March Shipping
China—			
Shanghai.....	Late December	<i>City of Poona</i>	McLean Kennedy
Eire—			
Dublin.....	December 11-15	<i>Lord O'Neill</i>	McLean Kennedy
Dublin.....	December 23-28	<i>Torr Head</i>	McLean Kennedy
Germany—			
Hamburg.....	December 15	<i>Marchport</i>	March Shipping
Hamburg.....	December 25	<i>Marchdale</i>	March Shipping
Holland—			
Rotterdam.....	December 15	<i>Marchport</i>	March Shipping
Rotterdam.....	December 25	<i>Marchdale</i>	March Shipping
Hong Kong.....	Late December	<i>City of Poona</i>	McLean Kennedy
Mediterranean—			
Central and	December 15	<i>A Ship</i>	Montreal Shipping
Western Areas...}	December 30	<i>A Ship</i>	Montreal Shipping
Morocco—			
Casablanca.....	December 15	<i>A Ship</i>	Montreal Shipping
Casablanca.....	December 30	<i>A Ship</i>	Montreal Shipping
Northern Ireland—			
Belfast.....	December 11-15	<i>Lord O'Neill</i>	McLean Kennedy
Belfast.....	December 23-28	<i>Torr Head</i>	McLean Kennedy
Philippines—			
Manilla.....	Late December	<i>City of Poona</i>	McLean Kennedy
Portugal—			
Lisbon.....	December 15	<i>A Ship</i>	Montreal Shipping
Lisbon.....	December 30	<i>A Ship</i>	Montreal Shipping
South American Ports.....	December 16	<i>Royal Prince</i>	Furness Withy
United Kingdom—			
Hull.....	December 17-20	<i>Bassano</i>	McLean Kennedy
Liverpool.....	November 29	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	December 11-15	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool.....	December 23-28	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	December 25	<i>Beaverburn</i>	Canadian Pacific
London.....	December 14	<i>Beaverlake</i>	Canadian Pacific
London.....	December 21	<i>Beaverdell</i>	Canadian Pacific

Demand for Gold Coast Timber Continues

Demands for timber from the Gold Coast continue, with mahogany shipments being maintained. Enquiries from the United States are reported for avodire, obeche, African walnut and all hardwoods. A project for the increase by 75 per cent of storage capacity for timber at Takoradi is under-way, according to Barclays Bank Review.

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenco Marques.....		A Ship	North Pacific Shipping
Africa-South— Cape Town..... Durban.....		A Ship	Empire Shipping
Argentina— Buenos Aires..... Buenos Aires..... Buenos Aires.....	November November Early December	<i>Ringleader</i> <i>Fisk Victory</i> <i>Hardanger</i>	Balfour Guthrie Balfour Guthrie Empire Shipping
Australia— Brisbane..... Sydney..... Melbourne.....	Late November	<i>Lautoka</i>	W. R. Carpenter
Sydney..... Melbourne..... Newcastle.....	December	<i>Parrakoola</i>	Empire Shipping
Melbourne..... Sydney.....	November 20 November 30	<i>Samspring</i> <i>Waitemata</i>	Canadian Australasian Canadian Australasian
Sydney.....	November 27	<i>Wanganella</i>	Canadian Australasian
Brazil— Rio de Janeiro..... Rio de Janeiro..... Rio de Janeiro.....	November November Early December	<i>Ringleader</i> <i>Fisk Victory</i> <i>Hardanger</i>	Balfour Guthrie Balfour Guthrie Empire Shipping
Burma— Rangoon.....		A Ship	Dingwall Cotts
China— Shanghai..... Shanghai..... Shanghai..... Shanghai.....	November November Early December Late December	<i>Granville</i> <i>Roseville</i> <i>Mongabarra</i> <i>Veto</i>	Balfour Guthrie Balfour Guthrie Empire Shipping Empire Shipping
Colombia— Cartagena..... Cartagena.....	November November	<i>Ringleader</i> <i>Fisk Victory</i>	Balfour Guthrie Balfour Guthrie
Curaçao ,	{ November November	<i>Ringleader</i> <i>Fisk Victory</i>	Balfour Guthrie Balfour Guthrie
Egypt— Alexandria.....	Late November	A Ship	Empire Shipping
France— North Coast..... North Coast.....	November December	A Ship A Ship	Empire Shipping Empire Shipping
Greece— Piraeus.....	Late November	A Ship	Empire Shipping
Hawaii— Honolulu.....		A Ship	Dingwall Cotts
Hong Kong	{ November November	<i>Granville</i> <i>Roseville</i>	Balfour Guthrie Balfour Guthrie
India— Bombay.....		A Ship	Dingwall Cotts
Italy— Genoa.....	Late November	A Ship	Empire Shipping
Mexico		A Ship	Gardner Johnson

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Netherlands Indies		A Ship	Dingwall Cotts
New Zealand—			
Auckland.....	November 20	<i>Samspring</i>	Canadian Australasian
Wellington.....	November 30	<i>Waitemata</i>	Canadian Australasian
Auckland.....	November 27	<i>Wanganella</i>	Canadian Australasian
Palestine—			
Haifa.....	Late November	A Ship	Empire Shipping
Philippines—			
Cebu.....	November	<i>Granville</i>	Balfour Guthrie
Iloilo.....	November	<i>Roseville</i>	Balfour Guthrie
South America—			
East Coast.....		A Ship	Balfour Guthrie
South Sea Islands—			
Papeete.....	November 30	<i>Waitemata</i>	Canadian Australasian
Rarotonga.....			
Straits Settlements		A Ship	Dingwall Cotts
Sweden		A Ship	Gardner Johnson
United Kingdom—			
Glasgow.....	Late December	<i>Parthenia</i>	Donaldson Line
Liverpool.....	Late December	<i>Parthenia</i>	Donaldson Line
London.....		A Ship	Furness Pacific
Uruguay—			
Montevideo.....	November	<i>Ringleader</i> <i>Fisk Victory</i>	Balfour Guthrie Balfour Guthrie
Montevideo.....	November		
Venezuela—			
Puerto Cabello.....	November	<i>Ringleader</i> <i>Fisk Victory</i>	Balfour Guthrie Balfour Guthrie
Puerto Cabello.....	November		
West Indies—			
Jamaica.....		A Ship	Canada Shipping
Trinidad.....	November	<i>Ringleader</i> <i>Fisk Victory</i>	Balfour Guthrie Balfour Guthrie
Trinidad.....	November		

New Ships for West Indies Trade Bought by C.N.S.

Three diesel-driven vessels have been purchased by the Canadian National Steamships from War Assets Corporation for their services maintained between Canada, Bermuda, the British West Indies and British Guiana. It is expected that the first of these, the *Canadian Cruiser*, will be received from the builders in time to embark passengers at Halifax in the latter part of November. The *Canadian Challenger*, second of the new 7,500-ton ships, should be delivered during the latter part of this month.

The *Canadian Constructor* is expected to sail from Vancouver on her maiden voyage this month, carrying passengers and cargo for Jamaica, Trinidad, British Guiana and Barbados. She will return to Eastern Canada, and join the other two vessels. Accommodation is available for twelve passengers in five two-berth and two single-berth cabins.

These names are familiar to Canadian shippers and the sea-going fraternity, the first *Canadian Cruiser* and *Canadian Constructor* having been built shortly after the first world war for the Canadian Government Merchant Marine, being operated from Eastern Canada to Australian ports. A *Canadian Challenger* was also well known in the fleet of some sixty-five ships.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in making shipments to countries outside the sterling area, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations Nov. 4	Nominal Quotations Nov. 11
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2455	.2455
Australia	Pound		3.2160	3.2160
Belgium and Belgian Empire.....	Franc		.0228	.0227
Bolivia.....	Boliviano		.0238	.0238
British West Indies (except Jamaica).....	Dollar		.8396	.8396
Brazil.....	Cruzeiro		.0541	.0541
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
China.....	Dollar		.0003	.0003
Colombia.....	Peso		.5698	.5698
Cuba.....	Peso		1.0000	1.0000
Czechoslovakia.....	Koruna		.0200	.0200
Denmark.....	Krone		.2084	.2084
Ecuador.....	Sucre		.0740	.0740
Egypt.....	Pound		4.1333	4.1333
Eire.....	Pound		4.0300	4.0300
Fiji.....	Pound		3.6363	3.6363
Finland.....	Markka		.0073	.0073
France and French North Africa.....	Franc		.0084	.0084
French Empire—African.....	Franc		.0143	.0143
French Pacific possessions.....	Franc		.0202	.0202
Haiti.....	Gourde		.2000	.2000
Hong Kong.....	Dollar		.2513	.2513
Iceland.....	Krona		.1545	.1545
India.....	Rupce		.3022	.3022
Iraq.....	Dinar		4.0300	4.0300
Italy.....	Lira		.0044	.0044
Jamaica.....	Pound		4.0300	4.0300
Mexico.....	Peso		.2058	.2058
Netherlands.....	Florin		.3770	.3780
Netherlands East Indies.....	Florin		.3766	.3766
Netherlands West Indies.....	Florin		.5303	.5303
New Zealand.....	Pound		3.2402	3.2402
Norway.....	Krone		.2015	.2020
Palestine.....	Pound		4.0300	4.0300
Peru.....	Sol		.1550	.1550
Philippines.....	Peso		.5000	.5000
Portugal.....	Escudo		.0403	.0403
Siam.....	Baht		.1000	.1000
Spain.....	Peseta		.0916	.0916
Straits Settlements.....	Dollar		.4702	.4702
Sweden.....	Krona		.2785	.2783
Switzerland.....	Franc		.2325	.2325
Turkey.....	Piastre		.0035	.0035
Union of South Africa.....	Pound		4.0300	4.0300
United Kingdom.....	Pound		4.0300	4.0300
United States.....	Dollar		1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar		.2985	.2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5670).

Commodity Officers—

Foods—

Live stock and products, fish and products, H. A. Gilbert (2380).

Plants and products, G. F. Clingan (7523).

Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals—

Iron and steel products, E. L. Smith (4082).

Non-ferrous metals and non-metallic minerals, A. M. Tedford (6974).

Chemicals and allied products, S. G. Barkley (7886).

Machinery and industrial equipment, C. J. Gardner (4082).

Electrical machinery and equipment, A. S. MacRae (7601).

Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber—

Textiles and apparel, G. R. Poley and J. U. Curtis (3004).

Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper—

Wood and products, G. H. Rochester (6974).

Paper and products, E. Clarke and N. R. Chappell (6974).

General Products—

General products, W. H. Grant (3209).

Miscellaneous products, P. G. Jones (4160).

Durable consumer-goods, W. H. Grant (3209).

Token Shipments to U.K.—W. H. Black (5670).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417); Assistant Director, C. F. McGinnis (7163).

Raw Materials Section—Chief, C. F. McGinnis (7163); (Supply Research), A. C. Fairweather (6905), P. E. Jensen (6958), and M. C. Hughes (6958); (Trade Controls), W. G. Hopkins (6552).

Manufactured Goods Section—H. B. Scully and G. C. Clarke (6519).

Trade Services Directory—A. J. Langdon (6905).

Canadian Importers' Directory—Miss M. E. Adams (6552).

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5830).

Commercial Relations Division—Director, H. R. Kemp (5151); Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819).

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, Chief, S. L. Tilley (6588).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in thirty-three British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA (5091).

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—Excredcorp (2-4828).

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries (7818).

Canadian Trade Commissioners

The title, **Canadian Government Trade Commissioner**, should be used in addresses of letters, except where otherwise indicated. Cable address:—
Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

E. H. MAGUIRE, Acting Commercial Secretary. Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).
Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgian Congo

L. H. AUSMAN, Hotel Regina, Leopoldville. Territory includes Kenya, Uganda, Tanganyika, Angola and French Equatorial Africa.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrópole, 7th Floor, Av. Presidente Wilson 165.

W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Caixa Postal 2164, Rio de Janeiro.

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building.

Territory includes Bolivia.

China

L. V. M. COSGRAVE, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523.

Territory includes Republic of Panama and the Canal Zone.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.

Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

R. CAMPBELL SMITH (Acting). Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland, Algeria, Morocco and Tunisia.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Guatemala

C. B. BIRKETT. Address for letters—P.O. Box 400, Guatemala City.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

C. R. GALLOW (Acting). Address for letters—P.O. Box 126.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

Ireland

E. L. McCOLL and H. L. E. PRIESTMAN, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—Casella Postale 475, Rome.

Territory includes Czechoslovakia, Malta, Yugoslavia, and Libya.

Canadian Trade Commissioners

Malayan Union

ARTHUR WILDING, Canadian Commercial Agent, Room D-2, Union Building, Singapore.

Territory includes Singapore, British North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 1660, Wellington.

Territory includes Fiji and Western Samoa.

Norway

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Territory includes Netherlands West Indies.

Commercial Intelligence Journal



Vol. LXXV

OTTAWA, NOVEMBER 23, 1946

No. 2234



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The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

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COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, NOVEMBER 23, 1946

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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COVER SUBJECT—Canada's forests this year have furnished her with the largest amount of foreign exchange, as indicated by the volume of her domestic exports in the classification "Wood, Wood Products and Paper". These represented a value of \$433,035,000 during the first nine months of the current calendar year, of which newsprint accounted for \$187,391,000, woodpulp for \$82,750,000, and planks and boards for \$79,305,000. October exports in this group have an approximate value of \$63,000,000.

National Film Board Photo

Dutch Herring Fleet, Depleted During War, Makes Recovery

Total of 265 vessels, reduced to forty-four by enemy action, now up to 140—Bulk of herring catch exported in pickled form—Shipments of fresh sea fish declined with lower demand for the more expensive types, caught in North Sea.

By J. A. Langley, Commercial Counsellor, Canadian Legation

(Editor's Note—This is the first of two articles on the Netherlands fishing industry, prepared for the *Commercial Intelligence Journal*. The second will discuss oysters, mussels, anchovies, lobsters and shrimps.)

The Hague, October 31, 1946.—Although the Netherlands' fishing fleet suffered considerable damage from the Germans during the war, fish was one of the few commodities exported by this country in 1945. Prior to the war, exports of fish represented an important item in the Netherlands trade balance. In 1937, the value of these exports amounted to Fls. 11,500,000, more than one per cent of the total exports. At the present time, this business is important to the economic welfare of the country, due to the unfavourable exchange position.

Pickled Herring Principal Export Variety

The principal variety of fish exported is pickled herring, of which Germany was the largest consumer prior to 1914. As a result of the expansion of the German trawling industry over a period of years and the lack of foreign exchange, exports from Holland to that country declined considerably after 1930. During the same period, when there was keen competition from the United Kingdom and Norway, shipments to the United States also declined. To offset these market losses, new outlets were found in Belgium, Poland, the Southern European countries and the Soviet Union.

Fish Largely Augment Food Supplies

In 1945, the herring catch totalled 24,500 metric tons, valued at approximately Fls. 11,300,000. As a result of plentiful supplies of fish, the average catch per vessel was 389,364 kilos, as compared with 132,172 kilos in 1939 and 332,940 kilos in 1938. The greater part of the catch was sold on the domestic market to augment the country's limited food supplies. A total of 711,000 kilos was exported to Palestine, Czechoslovakia, Luxembourg and the United States.

Prior to May, 1940, the Dutch herring fleet totalled 265 vessels. By May, 1945, there were only 44 left. The others had been seized by the Germans and rebuilt for naval purposes. In the course of the 1945 herring season, it was possible to equip another 19 ships which had been brought back from Germany, so that 63 vessels, approximately 25 per cent of the 1940 fleet, were available. A total of 140 fishing vessels will be employed during the 1946 herring season. More of the craft looted by the Germans have been returned to the herring ports of Scheveningen and Vlaardingen during the past year.

Ymuiden Distribution Centre for Fresh Fish

The port of Ymuiden is the principal centre of fresh sea fish arrivals. Exports of fresh fish have greatly fluctuated since the beginning of this century. During the years 1915-20, foreign shipments were considerably affected by the war. In the first two years of this period, exports totalled

not less than 67,900 metric tons and were mainly destined for Germany. In 1918, shipments totalled only 2,000 metric tons, due to export restrictions imposed by the Netherlands Government. After 1920, exports to Germany dropped considerably as a result of a large expansion in the German fishing fleet and the provision of special railroad facilities from German ports to the various consuming markets in the interior. Belgium became the largest outlet for the bulk of fresh fish, while the more expensive varieties were shipped to England, France and Switzerland.

During 1930-39, exports of fresh sea fish steadily declined, due to keen competition, import prohibitions and high import duties. In 1930, exports amounted to 30,300 metric tons, valued at Fls. 6,669,210, but by 1936 had diminished to 7,600 metric tons, valued at Fls. 2,059,632, and by 1939 to 3,800 metric tons and Fls. 1,500,651.

Cheap Varieties of Fish in Demand

Netherlands' fresh fish exports declined also, due to the great demand for the cheaper varieties caught in the northern seas, which were seldom visited by the Netherlands fishing vessels prior to the war. The trawling industry has always confined its activities mainly to the North Sea, where more expensive kinds of fish are caught. In order to recapture their former outlets, it will be necessary for the Netherlands fishing companies to operate farther afield. The port of Ymuiden is very favourably situated and is equipped with modern refrigerating plants. Possessing good railroad connections, the port is in a position to ship fish to the markets of Western and Central Europe.

Average Annual Exports of Pickled Herring

	1912-14	1928-30 (Metric tons)	1936-38
Germany	45,200	28,300	6,900
Belgium	5,100	10,900	15,200
United States	7,500	5,700	4,600
Poland	—	700	8,100
Soviet Union	—	—	8,000
Roumania	—	—	1,900
Other countries	3,500	4,900	6,100
Total	61,300	50,500	50,800

Fresh Herring Exports

	1935	1936 (Metric tons)	1937	1938	1939
Germany	7,577	8,302	8,991	6,789	2,289
Czechoslovakia	5,131	1,690	3,461	3,586	—
Belgium and Luxembourg	1,627	3,338	3,129	2,417	1,384
Miscellaneous	478	1,143	2,177	1,098	852
Total	14,813	14,473	17,758	13,890	4,525
Value (Fls.)	961,000	841,000	1,362,000	1,185,000	651,000

Smoked Herring Exports

	1935	1936 (Metric tons)	1937	1938	1939
Belgium and Luxembourg	2,341	2,383	2,557	2,489	1,180
Greece	178	173	504	786	504
Miscellaneous	110	951	1,190	1,710	1,213
Total	3,629	3,507	4,251	4,985	2,897
Value (Fls.)	431,000	455,000	574,000	663,000	458,000

Fresh Sea Fish Exports

	1930 (Metric tons)	1936	1939
Belgium and Luxembourg	15,200	2,100	1,200
France	6,000	3,300	1,000
Germany	5,600	500	500
Great Britain	2,600	1,000	800
Other countries	900	700	300

Wage Stabilization Program Introduced by Netherlands

More money will be paid for greater output, however—Allowances being provided for all children—Materials allotted on basis of demand existing for goods of certain producers, as a result of good quality and prices.

The Hague, November 2, 1946 (FTS).—Working from the premise that wages must be controlled and kept in line with levels elsewhere in the world, so that exports will flow from the Netherlands and serve as a means of paying for essential imports, the Dutch Government has prepared a plan to achieve this end. In order to have goods to export, a drive is on to increase the productive capacity of the country and to ensure that prices will be competitive on the world market, wages have been stabilized. Realizing that the stabilization of wages might cause undue hardship in certain cases, the government has proposed legislation which will be a means of helping families with young children and those people in the poorer parts of the country.

Utility System Is Evolved

In future, production will be channelled to the fabrication of the most essential commodities in a limited number of types. Under this so-called "utility" system, it is believed that prices will go down with no deterioration in quality. There is to be a change in the method of allotting raw materials to trade and industry. At present, raw materials are supplied to manufacturers on the basis of their prewar consumption. In future, "raw materials will be allotted on the basis of the demand that exists for the goods of a certain producer as a result of good quality or low prices." It is expected that this will reduce prices. Another step which is being taken in order to reduce prices is the cutting of profit margins in certain branches of industry.

Wages Will Be Stabilized

With regard to the stabilization of wages, it is pointed out that to date a general wage increase of 25 per cent has already been granted in practically all branches of trade and industry. In addition to this general increase, adjustments have been made. Until the transition period is over no further wage increases will be granted. However, in order to avoid any misunderstanding, the government makes it clear that this stabilization will not prevent workers from getting more money for greater output.

The government gives notice that it will vigorously combat any attempts to prevent price reduction by means of mutual agreements. News is also given of the intention to lower the amount of subsidy paid on various foodstuffs. This step is necessary in order "to relieve the present unfavourable position of the Treasury."

Allowances Provided for All Children

The Government realizes the difficult position in which certain people will find themselves, as a result of the wages stabilization policy, and for this reason has introduced legislation to relieve the position of families

with young children. The effect of this bill is to provide special allowances, now granted for the third and subsequent children, to the first two. There is also a new law governing consumers' credits. This should enable the lower income groups to acquire essential goods. The law will become effective shortly and allow the government to grant credits which are to be repaid in small weekly instalments, depending on the amount of the worker's wages and the size of his family.

Chile Buys Railway Equipment Largely From United States

Materials made available through credits—New loan now being negotiated—First railway in South America built in Chile in 1851—Total trackage over 8,000 kilometres, of which 4,500 are state-owned.

By J. L. Mutter, Commercial Secretary, Canadian Embassy

Santiago, October 31, 1946.—Chile enjoys the distinction of being the first South American country to have a railway, a line having been constructed from the port of Caldera to the mining town of Copiapó in 1851 by William Wheelwright, a United States engineer. To-day, the total track mileage of Chilean railways is just over 8,000 kilometers, of which some 4,500 kilometers are state-owned, while negotiations are currently in progress for the absorption by the State of certain of the privately owned railways, the most important of which is the nitrate railways system.

The principal systems may be divided conveniently into three sections, all state-owned. The longitudinal to the north, having a gauge of 60 cm., runs from La Calera, a town about midway on the line between Valparaíso and Santiago, to Iquique, in the far north of the Republic, with branches to coast ports. It has a connection, in the port of Antofagasta, with the British-owned one metre gauge Antofagasta and Bolivian Railway, which operates from that port in a northeasterly direction to the Bolivian border and thence to La Paz. There is also a narrow-gauge state-owned line running from the northern port of Arica to Bolivia.

The longitudinal to the south comprises a line from Santiago to Puerto Montt, with branches to the coast ports, and a direct line from Santiago to the nearby port of San Antonio and the seaside resort of Cartagena. Both these are 1·676 metre gauge.

Diesel-drawn Trains In South

The foregoing sections are steam railways, although on the southern section two diesel-drawn trains are operated, and the delivery of additional diesel equipment of German manufacture, ordered before the war, is anticipated. There is also talk of the electrification at some future date of the Santiago-Cartagena line, and of the main line to the south, as far as Chillan.

The third section, comprising the line connecting Valparaíso with Santiago (1·676 metre gauge) is electrified, as is also, as far as Rio Blanco, the Transandine line to Argentina (1 metre gauge). From Rio Blanco eastwards, steam is the motive power.

The table below compares Chilean imports of railway equipment for the last prewar year with those for the years 1942-44 inclusive (1944 being the latest year for which detailed statistics are available):

Imports of Railway Equipment

	(Values in Chilean pesos of 6d. gold)		Origin
	Year	Value	
Junction point equipment	1939	\$ 48,476	United States \$47,734
	1942	132,033	United States—total
	1943	106,198	" " "
	1944	241,868	" " "
Wagons for Decanville and similar systems	1939	\$ 85,433	Germany \$44,501; USA \$39,024
	1942	90,220	United States—total
	1943	79,341	" " "
	1944	51,961	" " "
Rail Clamps	1939	\$ 33,402	Germany \$22,486; USA \$10,097
	1942	24,182	United States—total
	1943	61,642	" " \$55,210
	1944	21,786	" " total
Permanent Way Accessories	1939	\$ 199,425	USA \$112,350; Argentina \$66,087
	1942	157,239	USA \$157,157
	1943	354,637	USA \$346,904
	1944	564,003	USA \$559,689
Signal Apparatus	1939	\$ 166,409	Great Britain \$166,383
	1942	56,440	" " \$ 49,797
	1943	4,144	Argentina \$2,565; USA \$1,579
	1944	77,112	United States—total
Electric Locomotives and Tenders	1939	\$	
	1942	58,498	United States—total
	1943	5,298,550	" " "
	1944	532,966	" " "
Coupling equipment, Brakes, Grease boxes, Buffers and Undercarriage Accessories	1939	\$ 271,634	United States—\$241,858
	1942	590,050	" " —\$598,517
	1943	422,481	" " —\$413,290
	1944	924,636	" " —total
Rails	1939	\$1,810,641	Argentina \$1,419,585
	1942	1,114,801	United States \$1,108,442
	1943	3,109,555	" " —total
	1944	2,517,913	" " \$2,514,915
Wheels, Axles and Tires weighing more than 50 kilos	1939	\$ 960,710	France \$273,084; Germany \$263,336; United States \$249,250
	1942	1,140,386	United States—total
	1943	1,920,948	" " "
	1944	1,062,905	" " "
Screws, wood-screws and bolts for Railway use	1939	\$ 14,194	Great Britain \$8,598; United States \$4,352
	1942	47,863	United States—total
	1943	19,875	" " \$17,341
	1944	117,709	" " —total
Cargo Wagons	1942	\$	
	1939	. . . .
	1943	585,271	United States—total
	1944	1,494,432	" " "

Under ordinary circumstances full customs duties are payable on state railway imports, but in view of the parlous state of its finances, measures are under discussion for granting relief in this respect.

Funds Furnished by Government Loans

For certain minor equipment, tools, etc., funds are provided locally by government loans, to be used as the railway purchasing commissions may think fit. Tenders from local representatives of supplying firms are

occasionally called for, but the majority of purchases is made through the official agent of the Chilean State Railways, in New York.

A very large proportion of the equipment now in use by the State Railways has been in service for over thirty years, and during the war replacements, of necessity, have been difficult. Consequently, the acquisition of new rolling stock and right-of-way materials is a matter of the greatest urgency. However, in view of the difficult financial position in which the railways find themselves at present, the question of future purchases is inevitably tied up with credit facilities, and it is understood that substantial acquisitions are under consideration through five-year credits accorded by the United States Export/Import Bank at 4 per cent interest.

Thus, the railways are now negotiating a loan from this source for a total of U.S.\$30,000,000. This is in addition to one of U.S.\$10,000,000, recently authorized, to cover purchases of freight cars which are currently being delivered. While the railway authorities are favourably disposed towards doing business with Canada, the advantages enjoyed by United States suppliers are obvious, and little alteration in the origin of Chilean railway equipment purchases, as reflected in the above-quoted import statistics, can be anticipated in the immediate future.

Argentina and Great Britain Agree On Meat, Railways and Payments

Sterling received by Argentina to be freely available for payment for current transactions anywhere—United Kingdom will purchase exportable meat surplus for four years.

By A. E. Bryan, Commercial Counsellor for Canada

London, November 2, 1946.—Great Britain has reached an agreement with the Argentine Government on three issues that have been the subjects of much consideration and discussion, namely, payments, meat supplies and the British-owned railways in Argentina. This agreement was published here on September 18, and both governments have undertaken to implement its provisions as soon as possible.

Sterling Received to be Freely Available

The agreement provides for trade and financial payments between Argentina and the sterling area to continue in sterling. As from the date of the agreement, all sterling received by Argentina is to be freely available for payment for current transactions anywhere. So long as the present technical difficulties, preventing transfers of sterling to certain other countries, continue, this free availability can be exercised by transfer to American account or, at the option of the Bank of England, into gold.

Concerning the sterling balances accumulated up to the date of the agreement, the arrangement is that Argentina is to be free to utilize part of this balance: (a) to repatriate outstanding sterling public debt, national, provincial and municipal; (b) to transfer to Brazil, subject to that country's agreement, an amount up to £10,000,000; (c) to repatriate British investments in Argentina.

The sterling balances, which Argentina maintains in London, are to continue to enjoy the existing gold guarantee, and interest is to be paid at the rate of one-half of 1 per cent per annum, such interest to be freely available for current transactions.

Further, Argentina is to be free to dispose of £5,000,000 in each of the first four years of the agreement in payment for current transactions. At the end of this four-year period, further discussions on the balance will take place.

If in any year the balance of payments with the sterling area is unfavourable to Argentina, Argentina may dispose freely, within the sterling area, of its sterling balances for an amount equivalent to the deficit.

Regarding forward sterling, the Argentine position is to be established, and all forward purchases of sterling established as being within that position are to become free for current transactions as they mature.

Britain to Purchase Exportable Meat Surplus

The United Kingdom Government have agreed to purchase the exportable surplus of meat from Argentina for four years from October 1, 1946, after providing for a reserve for sale by the Argentine Government to other markets of not more than 17 per cent in the first year and 22 per cent in the second year. The British Government will buy any balance which is not sold by the Argentine Government to other markets.

The Argentine Government has agreed to honour the arrangements which have been current during the last year. If the British Government assigns quantities of meat from this sale to other countries, they will form the subject of separate arrangements, through the intermediary of the Institute for the Promotion of Exchange between the Argentine Government and other countries in respect of payment, but will be subject as to price to the terms of this agreement. The question of types and quantities to be shipped against such allocations will continue, as at present, to be a matter for settlement between the British Government and such other countries. It is understood that if the Argentine Government is unwilling to provide any quantity of meat so assigned to other countries, these quantities will be included in the sale to the British Government.

The meat covered by this agreement is to include beef, veal, mutton, lamb, pig meat and offals thereof, frozen and/or chilled and canned meats.

Higher Prices Will Prevail

Prices as from October 1, 1946, will exceed the prices of the first bulk contract (the contract made at the outbreak of war) by at least 45 per cent; definitive prices to be fixed, taking into consideration the results arrived at in special discussions to be held between representatives of the British Government and a technical sub-commission designated by the Argentine commission. The prices agreed upon will remain in force until 30th September, 1948, with provision for reconsideration of the position after that date.

In arriving at revised prices it is agreed that full consideration will be given to prices ruling in other producing countries, and that, besides the cost of production, any other relevant factors shall be taken into consideration, including the need to encourage production.

Mauritius Trade Figures Maintained

Trade returns for Mauritius indicate that imports during 1945 were valued at Rupees 58,132,000 and exports at Rupees 26,860,000. For the first six-months of 1946, imports were valued at rupees 27,440,670 and exports at 13,990,660. Nearly all the sugar factories are now operating, according to Barclays Bank Review. The official estimate of the present crop is 305,000 metric tons and, though more rain has fallen that is desirable this season, it seems probable that this estimate will be reached.

Southbound Shipping Services To Antigua Returning to Normal

Air connections to Leeward Islands' colony satisfactory—Provision being made for visitors—Agricultural progress noted—High standard of business integrity indicated.

By T. G. Major, Canadian Trade Commissioner

(Editor's Note—This article is based on a series of observations made by Mr. Major during a recent visit to Antigua.)

St. John, Antigua, October 20, 1946.—Southbound shipping facilities to this and other islands of the Leeward group are returning to normal, but the wartime arrangement, whereby the entire sugar crop was sent to Great Britain, has eliminated northbound calls by vessels en route to Canada.

Preparations are being made for the accommodation of visitors through the construction of seaside cottages. Conditions are less favourable for cruise passengers, however, as many of the roads on the island are in poor shape and there is a shortage of automobiles. The electric plant is antiquated and fails to meet the requirements of residents. The ice company is unable to meet the demand and telephone equipment dates to early days. Air connections are satisfactory, as both Pan American and British West Indian Airways now use facilities of the United States Army Air Base, at Coolidge Field.

Livestock Being Improved

Agricultural progress is being made, as a result of the government's experimental program, which is being carried out through a grant from the Colonial Development and Welfare organization. Special attention is being directed to the improvement of livestock, and the production of better varieties of sugar cane, cotton and fodder grasses.

Method of Transacting Business Different

Business conditions are active and there are apparent several examples of initiative that should result in the development of new lines. The method of transacting business is markedly different from that in the more southern colonies. With a single exception, there are no commission agents in the accepted sense of the term. Sales are made almost exclusively to shops owned or controlled by the importers themselves, and they do not solicit business from other firms. Naturally, sales are made to other companies, but generally speaking only on request. Such competition as there is, therefore, is essentially at the retail level, and any expansion in trade must depend mainly on increased purchasing power, change of buying habits and extension of retail outlets. None of the Antigua firms is in a position to sell outside the island, as staffs of travelling salesmen are not maintained. There is a small volume of business transacted by representatives of firms in other sections of the British West Indies who visit this presidency.

One is impressed by the high standard of business integrity, and the financial strength exhibited by most firms handling Canadian lines. Bank records indicate that the standard in Antigua is higher than in many other sections of the Caribbean.

United States Retains Controls on Wages, Rents, Sugar and Rice

Automobiles, building materials and lumber, textiles and consumer durable goods among items released—Executive order of November 9 amplifies that of previous month, introducing decontrol measures.

By W. D. Wallace, Assistant Commercial Secretary, Canadian Embassy

Washington, D.C., November 6, 1946.—President Truman's address of October 14 called for an accelerated removal of price ceilings from commodities under price control in the United States. The Office of Price Administration (OPA) has, therefore, revised its decontrol schedule to speed up the removal of maximum prices by many months, and is switching from its old policy of piecemeal decontrol on a commodity-by-commodity basis. It is expected that decontrol will take place in two stages. The first will be a large number of "unimportant" commodities to be decontrolled in the next month, while the second will be the more important commodities, those which must remain under control because the supply and demand are not in balance, to be decontrolled in the first quarter of 1947.

"Unimportant" Items to be Decontrolled by December 31

The decontrol of the "unimportant" commodities does not involve a new decontrol standard by the OPA, as under the Price Control Extension Act, it is required to decontrol all items unimportant to the cost of living and to business costs by December 31. The new stipulation provides the OPA with the legal machinery to accelerate the decontrol. The speeding-up process is to be obtained by decontrolling "unimportant" items by early November, while the looser interpretation of "important" and "unimportant" broadens the scope of the prospective decontrol action to include a great number of commodities. It is anticipated that, sometime in November, the OPA will issue a list of commodities that are to continue under control and which will be examined from time to time to ascertain whether or not the supply-demand situation will allow their decontrol. Many of these items will, in all probability, be in a favourable supply position so as to allow their removal from price control in the first quarter of 1947.

Consideration for Low Income Groups

The OPA had first planned to remove price controls from commodities with an annual retail sales volume totalling less than \$100,000,000. They have now decided on a broader standard, and will work on the basis of retail sales to families and single consumers with an income of less than \$3,000. Under this standard, a product could have an annual total retail sales volume of \$150,000,000 or \$200,000,000. But, if sales to the low and middle income group of consumers totalled less than approximately \$100,000,000, it would still be classified as an "unimportant" item and eligible for early decontrol on that basis.

General Maximum Price Regulations Widespread

Prior to issuing a master list of commodities, which are to remain under price controls, the OPA plans to decontrol products covered by General Maximum Price Regulations. Issued in April, 1942, these regulations

covered more products than any single regulation ever issued by the agency, and their issuance marked the swing from selective price control of the economy to complete control. They froze prices at March, 1942, levels, and brought under the control of maximum prices all products not previously covered by issuance of specific price regulations, with a few stated exceptions.

The OPA will follow the same procedure in General Maximum Price Regulations decontrol as is planned for use when the master list of controlled items is announced. Those to continue under these regulations will be listed, while the items now under General Maximum Price Regulations will be freed from control by their elimination from the list.

Food and Feed to be Decontrolled

Following the President's order removing the control of prices from meat and livestock, the OPA issued a series of decontrol orders covering all food and feed products except sugar and sugar solutions. All grades of syrups and molasses and black-strap molasses, corn sugar and corn syrup, and rough and milled rice are included. This action completed the removal of price controls on all raw and processed foods, both domestic and imported, and all beverages, including whisky, beer and soft drinks. The price controls on sugar and rice are retained, because it is necessary to implement the present rationing and set-aside programs of these critically short commodities.

Commodity Prices Rose

The immediate effect of the removal of price controls has been a sharp increase in the prices of meats, canned foods, canned fish and liquors, followed by a small decrease. In spite of the decline, the prices of commodities remained above the former OPA ceiling levels. Industry expected a price increase on many processed foods, but feels there will be a gradual "levelling off" process by the end of the year on some lines, and markets established on a firm trading basis. The extent of the price rise will largely depend on the degree to which speculative interests operate in some of the foods which remain in short supply. However, the legitimate trade buyers are expected to follow a cautious inventory policy until market trends clarify. The responsibility for guarding against extensive price inflation has been shifted to industry and, therefore, food processors must price and market their products in the public interest, resisting inflationary pressures wherever possible.

Many War Food Orders Cancelled

As a result of price decontrol of food products, the Department of Agriculture has cancelled a large number of War Food Orders, regulating the rationing, distribution, and set-aside programs of many commodities that were in short supply. The following are some of the commodities on which the regulations have been withdrawn: imported fish, pepper, nutmeg, certain types of tobacco, bakery products, meats and livestock, fats and oils, cheese, processed foods and feeds.

Intransit Shipments Deleted from Ruling

Of particular interest to Canadian exporters and importers is War Food Order 63, which controls the importation as well as intransit shipments through the United States of certain food products in very short supply.

Resulting from decontrol of price ceilings for food products, the Department of Agriculture has found it necessary to amend this order and to delete the following commodities from the regulations: argols, tartar and wine lees and crude calcium tartrate, guano, mace, including Bombay or wild, ground and unground, nutmegs, ground and unground, olive oil, ouricury nuts and kernels, ouricury oil, inedible and edible, pepper, black or white, unground, and tartaric acid.

The Department of Agriculture has also announced that it will grant import licences more freely for intransit shipments through the United States for dried beans, dried chickpeas and garbanzos, lentils, dried, ripe and split peas, all types and grades of rice, meat, tea, cocoa beans or cacao beans, cocoa butter, unsweetened cocoa, and all types of oil cake and oil cake meal. Sixty commodities remain under import control, and licences are required for their importation whether for domestic consumption or for transshipment through the United States to a foreign destination.

Other Commodities Decontrolled

Before the master list of commodities under price control is issued, it is the intention of the OPA to release a number of "unimportant" items from control, but these products will have little effect on business and living costs. Price controls on a large variety of consumer goods have been cancelled in this category, which includes: tool boxes, wheel barrows, safes, sewing machines, clocks, bicycles, window shades and rollers, table flatware, luggage and small electrical appliances. Price control also has been suspended on the following items, as it has been determined their supply is in excess or equal to the demand for them: farm and garden tools, electric lamps, radios, kitchenware, pottery, coffee makers and parts and shower curtains.

With the lifting of price controls on durable goods, there have been no immediate price increases in these products. It appears that the end of price controls was regarded as indicating the revival of competitive pricing rather than as a licence to charge what the traffic would bear, and that the producers were watching their competitors and would defer action until it becomes clear what pattern would emerge.

Prices for Durable Goods to Remain Stable

Manufacturers of nationally advertised durable goods are not expected to increase prices, because they are eager to avoid consumer illwill that might develop from rising prices following the removal of controls. Moreover, consumer resistance is actually appearing in some lines, and manufacturers do not want to price themselves out of the market. Production of some durable goods, such as some appliances, radios and typewriters, is already above the 1941 rate and price relief is less essential than it was when industry was losing money. Price competition from off-brand lines is expected to be more severe during the next month, as dealers attempt to remove such goods from their inventory. On the whole, producers feel the ending of price controls is the surest way to hard competitive pricing and large-scale production.

In view of the fact that export ceiling prices are being removed simultaneously with domestic ceiling prices, there is a possibility that some products may be shipped abroad in larger volume, as manufacturers may wish to take advantage of inflated markets in other parts of the world. It is not expected that this will happen in many cases or for a very long time. However, if such a trend was to develop, there is a possibility that such commodities would be restored to export control.

Certain Import Controls Retained

Due to the critical shortage of many strategic materials, required for the defence of the United States, it was necessary for this country to impose strict control over the importation and allocation of these commodities to the United States. These controls have been administered by the War Production Board and its successor, the Civilian Production Administration, under General Import Order M-63. The list of commodities has been greatly reduced since the end of the war, and now includes antimony, lead, tin and natural rubber. It is too early to indicate what effect price decontrol on antimony, lead and tin will have on M-63, but there is a reasonable chance that these items will be removed from import control.

Rents, Sugar and Rice Under Price Control

Washington, D.C., November 12, 1946.—On November 9, the President of the United States issued an Executive Order, effective November 10, removing all controls on wages and all price controls except those on rents, sugar and rice. Among the most important articles from which controls were removed are: automobiles, building materials and lumber, all textiles and apparel, consumers' durable goods, such as electric refrigerators and washing machines, household furniture, heavy machinery and equipment, farm machinery and equipment, all basic metals, newsprint and other paper products, tires and other rubber goods, all chemicals and drugs, coal and coke, transportation and all services, such as laundry, dry-cleaning and repairs.

As a result of the President's Executive Order, the only remaining government controls over business and consumers are rationing of sugar, and the control of prices of sugar, rice and rents. Rent control continues in 650 rental areas, and the Housing Administration can set sale prices on rental units and new houses built with priority assistance. It can also channel materials and equipment to veterans' housing. Limitations on non-residential construction continue. The Civilian Production Administration continues to allocate supplies of scarce metals, such as antimony, lead, and tin, and of natural rubber. It also controls the installation of telephones. The Civilian Production Administration controls distribution of textiles and clothing, and such scarce items as streptomycin, penicillin, potash and cinchona bark, and controls production of yarns needed for low-cost clothing and for certain industrial uses. The Civilian Production Administration continues to control inventory, so that it can act to prevent hoarding of commodities by producers, wholesalers and retailers. Limitations are to continue on instalment buying.

New Zealand Census Indicates Population Drift to Towns

Number of inhabitants increases by 210,000 to 1,702,298 in nine years—Auckland is largest city, with total of 263,370 citizens.

By P. V. McLane, Commercial Secretary for Canada

Wellington, November 2, 1946.—New Zealand had a population of 1,702,298 on September 25, 1945, as compared with 1,491,484 in 1936, according to census returns recently released. The number of inhabitants in the outlying islands and dependencies is not included in these totals.

There were some 45,381 members of the armed forces overseas at the time of this census, these figures also having been deleted from the total for 1945.

There has been a drift from the country to the town since 1936, when the urban population totalled 885,218 and the rural population numbered 601,594 persons. The present totals are: urban, 1,010,130, and rural, 590,259. Auckland has the largest population, with 263,370 inhabitants, with Wellington second, having 173,520; Christchurch third, with 150,047; and Dunedin fourth, with 83,351.

Cuba Offers Market for Variety of Woods Produced in Canada

Demand for Douglas fir boards in larger sizes—Spruce preferred for packing-boxes and crates—White pine is popular—Douglas fir plywood is favoured—Demand may be developed for railway ties.

By R. C. G. Smith, Commercial Secretary, Canadian Embassy

(Editor's Note—This is the second of two articles prepared for the *Commercial Intelligence Journal* on the lumber situation in Cuba, the first of which was published on October 26.)

Havana, October 9, 1946.—Cuba has imported relatively small quantities of Douglas fir in recent years. Although this wood is generally considered to have a higher shrinkage coefficient than yellow pine, and for that reason is not as well favoured by consumers, yellow pine is preferred because of its low cost and convenience of delivery. Small amounts of Douglas fir were imported in prewar years for special purposes. It was preferred for the larger masts and spars of schooners, a large fleet of which operated between Cuban ports. When lumber of greater widths and lengths was required, importers turned to Douglas fir. As it has been increasingly difficult to obtain the larger boards in yellow pine, there will probably develop a fairly good market for lumber of this character in Douglas fir. One-inch boards, from six to twelve inches in width, as well as two-, four- and six-inch planks in merchantable or select merchantable grades, will be required.

Sea Train Alternative to Shipload Movement

In order to ship lumber from the Pacific Coast, it would presently be necessary to charter a vessel for the purpose. This would probably involve providing a minimum quantity of 500,000 feet of lumber, which could be handled without too much difficulty in the Cuban market at this time. In normal times, however, this large amount of Douglas fir would be most difficult to handle, owing to the customary preference for yellow pine for all general purposes. Moreover, most shipowners require a quick turn-about under present conditions, with a minimum unloading rate of 200,000 feet per day. Such a rate could not be achieved in Havana under present conditions. So, even though the shipping situation was more favourable, it would doubtless be difficult to find a company willing to charter a ship to carry lumber from Pacific Coast ports to Havana. The alternative is to use the sea train and train ferries out of Gulf ports, but the long overland freights are a serious handicap to large-scale shipments.

Spruce Preferred for Packing

Gum woods and tupelo are used principally in the manufacture of boxes and crates that are built for continuous use, such as soft-drink and beer-bottle crates. As they are harder than spruce, they are preferred for these types of containers.

Spruce has been the preferred wood for all types of packing-boxes and crates, owing to its lack of odour and its lightness combined with strength. However, the better grades, together with the sounder boards from the low grades, were also used in the boatbuilding trade. Spruce was also used in small spars and masts but, in general, Douglas fir was the wood mostly used for such purposes.

Spruce was formerly imported principally in one- and two-inch boards, six inches and up in width, eight to twenty feet in length. It was also imported in 6 by 6-inch sizes for use in spars, but the volume of such trade was small. There is a good demand for spruce, and substantial quantities could be sold if any offers could be made. Although it is dutiable, this is not a particularly important factor and does not prejudice sales.

Limited Demand for White Pine

White pine is not in strong demand in Cuba. It was used to some extent as interior trim, but domestic cedar has largely replaced it for this purpose. The fact that it is quickly destroyed by termites, whereas cedar is immune to such attack, adversely affects its widespread use for such a purpose. It is used to a small extent in pattern work, but the demand is limited. It is preferred for bakers' tables and cutting boards and to some extent for mouldings.

Cuban Cedar Plentiful but Small

There is a good production of cedar in Cuba, but it is becoming increasingly difficult to obtain the larger sizes. Recently, some Mexican cedar has been imported to meet these requirements. This wood has made a very favourable impression and, despite its higher cost, it can be marketed without difficulty. The Mexican cedar ranges from 12 inches upward, and may run as high as 24 inches. Most of the Cuban cedar is in smaller sizes. Cedar is used extensively for window-frames and doors, since it is well suited to withstand the climatic conditions and insect pests prevailing in Cuba. Domestic cedar is now selling at about \$280 per thousand feet for the top grades, 6 feet long and 8 inches and up in width. Mexican cedar in the larger sizes and widths works out at about \$325 on the same basis.

Demand for Miscellaneous Woods

Birch.—There is some demand for the manufacture of shoe lasts. It is imported in 3- and 4-inch planks and in blocks.

Maple.—Imports are almost exclusively for the production of shoe heels, and for this purpose it is mostly required in two-inch planks.

Sugar and Ponderosa Pine.—This is used mostly for making sashes and doors and in general carpentry work. It is imported in boards and in 1½- to 2-inch planks.

Cottonwood.—This is used for permanent boxes and crates as containers for beverages in bottles, previously referred to.

Hemlock.—There have been no imports of hemlock for many years. It was tried at one time for boxmaking, but no demand for it was developed.

Redwood.—Imported redwood goes into interior work of all kinds, including doors.

Plywood Used for Interior Work

Plywood is used fairly extensively for interior work in partitioning, panelling, and cupboard linings. It is also used, in the hardwoods, for some furniture work, notably in children's bedroom furniture. The most popular general-purpose plywood is Douglas fir, but there is little on the market at present. It is probable that, once Douglas fir plywood is freely offered, there will be little importation of other softwood plywoods, such as pine from Sweden or from the Southern States.

Swedish Pine:—This type of plywood is available on the Cuban market in all thicknesses from $\frac{3}{16}$ of an inch to one inch. It is all three-ply except the $\frac{3}{4}$ -inch, which is five-ply, and the 1-inch, which is really a core with veneer top and bottom. The sheets are available in a good range of sizes. It is being offered at about \$77.40 per thousand square feet, c.i.f. Havana, for the $\frac{1}{4}$ -inch board, with a five per cent discount for smaller sizes. It is all for interior use and is not waterproof.

Gumwood:—This is used for furniture, for which it is well suited, as it takes a good varnish stain. It is cold-press and water-resistant but not waterproof.

Birch and Maple:—These woods are not now available, but there should be a fairly good outlet for them, and it is probable that they will replace gumwoods in furniture manufacture.

Mexican Cedar and Mahogany:—These have recently come on the market and have made a very favourable impression. The consumption of such plywoods is now higher than that of any other types. They are used very largely for cupboard linings and furniture. Since they are the only plywoods that are termite- and vermin-proof, they do not directly compete with pine or Douglas fir plywoods. They are all the cold-press, water-resistant type.

Douglas Fir a General Purpose Plywood

Douglas Fir:—This is the most preferred plywood for general purposes, and it is currently in steady demand. Some shipments from the United States have been received recently, but in quantities entirely unequal to the demand. Douglas fir plywood is the only type that is supplied hot-press and waterproof. It is more resistant to termite and vermin attack than ordinary pine plywood, though it is not proof against such pests and, therefore, is not used for cupboard liner.

In general, the principal demand is for $\frac{3}{16}$ -inch and $\frac{1}{4}$ -inch thicknesses, three and four feet in width, and six, seven, eight and ten feet in length. As nearly all of the plywood goes into interior work, the question of waterproofing is not important. However, the climate is very humid, and waterproofing is desirable and will be preferred as long as it does not entail an appreciable rise in cost.

Imports of Railway Ties Fluctuate

Imports of railway ties into Cuba have been spasmodic, both under normal conditions and during the war years. Imports for recent years are as follows: 1935-1939 (average), 3,293 kilograms; 1940, 1,982 kilograms; 1941, 36,000 kilograms; 1942, nil; 1943, 2,051,000 kilograms; and 1944, 1,008,000 kilograms.

The fluctuations in import figures may be explained by the fact that the majority of the ties used in Cuba are made from domestic hardwoods, and in general it is only when they are unobtainable at competitive prices that supplies are imported. Nearly all imported ties are creosoted yellow pine, but cypress has been used from time to time. As an indication of potential business, the leading railway in Cuba uses about 20,000 ties per month.

Some imported yellow pine creosoted ties have been tried with an 8-pound per cubic foot retention, but they have given poor results. Specifications now call for 12-pound retention, and it has been found that, so treated, pine ties have given excellent results. Specifications call for air-dried, hand-hewn ties, six inches by eight inches by eight feet long. It is probable that kiln-dried ties would be acceptable now, owing to the advances that have been made in methods of kiln drying.

The domestic type of hardwood tie is usually required in larger sizes, specifications calling for seven- by eight-inch and seven- by nine-inch ties. Locally made ties last from ten to fifteen years. Before the war, domestic hardwood ties sold at \$1.50 each delivered. Prices rose quickly to \$2.80, and to-day it would be difficult to obtain ties at \$3. Creosoted pine ties were formerly sold at \$1.52 delivered, but currently the cost is about \$3.50.

In comparing prices of imported ties with those charged for ties made from local hardwoods, the fact that tie-plates (costing about 50 cents each) must be used with pine ties, whereas they are not necessary with the domestic type, must be taken into account.

Possible Market for Douglas Fir Ties

Douglas fir ties have never been used but, because of the sharp increase in prices of both pine and domestic hardwood ties, there is considerable interest in new sources of supply. It is unlikely that any orders could be placed, however, even if offerings were available, as there is no information as to the durability of creosoted Douglas fir ties in Cuba. It will be noted that there is no duty on Douglas fir or yellow pine ties, so that, if a satisfactory freight rate from the Pacific Coast could be worked out, there is a possibility of a future opening for Douglas fir ties in this country.

There is, moreover, an interest in having tests made of Douglas fir in creosoted ties with the possibility that they might be an alternative source, once lumber supplies in general are more plentiful. Interested firms able to offer a few ties for test purposes should communicate with the Commercial Secretary for Canada in Havana.

Timber Featured Among Imports Of Fiji Islands From Canada

Total purchases lower than last year, due principally to shortage of essential commodities—Importation of luxury items is prohibited—Copra and sugar lead exports to Canada.

By P. V. McLane, Commercial Secretary for Canada

Wellington, November 2, 1946.—Timber was featured among Canadian imports into the Fiji Islands during 1945, followed by miscellaneous manufactured items and fish. Total imports from Canada were valued at £90,043, which is a material reduction from the figure recorded in 1944, when imports had a value of £176,576. This decline is due in large measure to the shortage of essential commodities required by the Fiji Islands, and for which the authorities would readily grant import licences. On the other hand, the importation of luxury items is prohibited, and commodities other than essentials are admitted in accordance with the domestic need and the availability of exchange with which to purchase such products. Imports from all countries had a value of £2,550,639 during the period under review.

As indicated in the following table, imports of all items, with the exception of miscellaneous manufactured articles, wrapping paper and paper bags, showed substantial reductions from figures recorded in the previous year. Imports from Canada during the last three years are as follows:

Imports from Canada

	1943 £ (F)	1944 £ (F)	1945 £ (F)
Fish	22,924	16,635	6,283
Fruit and vegetables, fresh	77	10	....
Food, other kinds	12,187	17,077	4,165
Timber	43,918	119,139	43,237
Rope and twine	940	....	....
Metal manufactures	3,980	4,352	4,186
Motor vehicles	13,974	6,010	3,850
Paper wrapping and bags	7,219	4,874	6,224
Tires and tubes .....	....	8	....
Manufactured articles, other kinds	9,859	8,371	21,380
Miscellaneous .....	....	....	718
Total	£115,078	£176,476	£90,043

Copra Heads Exports to Canada

Canada purchased from the Fiji Islands goods to the value of £315,458 in 1945, consisting principally of copra, £157,278; and raw sugar, £151,618. Items of lesser importance were troca shells, £6,468; and fancy goods and jewellery, £94. It is hoped that, when more regular steamship services are established between Fiji and Canada, a market will be developed in the Dominion for other products, and particularly bananas. The scarcity of cans has handicapped the pineapple industry, but there should be a good potential market in Canada for canned pineapples.

Canada Fifth In Total Trade

Canada ranked fifth in 1945 among the countries trading with the Fiji Islands, the combined value of imports and exports amounting to £405,501 (Fijian currency). The total value of the colony's external trade was £3,678,528. The United States ranked first among the countries trading with the Fiji Islands, the recorded total imports and exports being £1,595,071. Exports from Fiji to the United States had a value of £1,228,544, far in excess of the purchases by any country in that colony. Imports from the United States were valued at £366,527.

Australia's share of the foreign trade of the Fiji Islands also exceeded a million pounds sterling, amounting to £1,146,741. Her sales to the islands had a value of £1,071,134, whereas her purchases from the colony amounted to £75,607. Only two other countries ranked ahead of Canada on the basis of trade values in 1945: New Zealand's total figures being £767,105, while those of the United Kingdom were £536,454.

Imports and Exports by Countries in 1945

	Imports £ (F)	Exports £ (F)	Total £ (F)
United Kingdom	536,088	366	536,454
Australia	1,071,134	75,607	1,146,741
Canada	90,043	315,458	405,501
Ceylon	56,005	....	56,005
India	140,762	....	140,762
New Zealand	289,239	477,866	767,105
Tonga	26	13,141	13,167
Western Samoa	815	16,907	17,722
United States	366,527	1,228,544	1,595,071
Total	£2,550,639	£2,127,889	£3,678,528

Fiji's Trade Balance Unfavourable

Following is a statistical summary showing imports, exports and total trade of Fiji for the years 1943, 1944 and 1945:

	Imports	Exports	Total Trade	Excess of Imports
	£ (F)	£ (F)	£ (F)	£ (F)
1943	2,714,339	2,413,974	5,128,313	300,365
1944	2,586,190	2,008,304	4,594,494	577,886
1945	2,621,403	2,174,237	4,795,640	447,166

Banana, Orange, Potato and Tomato Imports Exceed Prewar Totals

Analysis of trade statistics reveals material increase on basis of volume and substantial advance on basis of price, as average unit prices show upward trend—Fruits head list of imported foodstuffs.

By D. H. Fullerton, Research and Development, Dominion Bureau of Statistics

Statistical analyses frequently reveal interesting developments, especially as these pertain to the external trade of Canada. Imports of fruits during the first nine months of this year were valued at \$69,555,000, as compared with \$58,494,000 during the corresponding period in 1945. Imports of vegetables also recorded a material increase, purchases from abroad having a value of \$23,838,000 between January and September, as compared with \$15,223,000 during the corresponding period last year. It would appear that Canadians are consuming many more bananas and oranges than in prewar years, and that it has been necessary to import potatoes and tomatoes in greater volume to meet domestic demands.

Banana and Orange Purchases Double Prewar Figures

On the basis of price, there is a considerable difference between imports during the first nine months of this year and the nine-month average for 1937-1939. This is partially due to the fact that the unit price has advanced substantially. However, when the relative figures are examined on a volume basis, it is noted that purchases of bananas and oranges are double those before the war. Imports of potatoes are more than fifteen times those of the corresponding period in 1937-1939, while the volume of tomatoes brought into Canada is 2.5 times the prewar figure. The following table presents an interesting picture.

Imports of Bananas, Oranges, Potatoes and Tomatoes

	Nine Months 1946	Nine Months 1937-39	Nine Months 1946	Nine Months 1937-39
Bananas (stems)	4,268,792	2,195,075	\$15,772,825	\$1,512,989
Oranges (cu. ft.)	8,963,324	4,090,297	\$20,926,205	\$4,353,146
Potatoes (cwt.)	3,251,265	211,065	\$ 6,822,789	\$ 254,117
Tomatoes (lbs.)	73,366,974	29,983,850	\$ 5,708,551	\$ 942,475

Bananas are imported from the following countries, in order of importance: Honduras, Jamaica, Guatemala, San Domingo, Mexico, Colombia, Cuba, Costa Rica, Puerto Rico, French West Indies, the United States and Panama.

United States Main Source of Oranges

Oranges are imported principally from the United States, with a relatively small number coming in from Jamaica and other islands in the British West Indies. Potatoes are purchased from the United States. Mexico provides Canada with the largest proportion of her imported tomatoes on the basis of price, though the United States heads the list on the basis of volume. These two countries are followed in order by the British West Indies, Cuba and Costa Rica.

Bananas have recorded the greatest unit price increase since prewar days, whereas those for oranges, potatoes and tomatoes are approximately double the figure prevailing before the war, as indicated by the following table:

Average Unit Import Price			
	1946	1937-1939	
Bananas (stem)	\$3.70	\$0.69	
Oranges (cu. ft.)	\$2.34	\$1.06	
Potatoes (cwt.)	\$2.10	\$1.20	
Tomatoes (lb.)	\$0.08	\$0.03	

Cost of Imported Food Items Rises

The cost of imported food items has moved steadily upwards, as compared with prewar figures, though there has been an increase in volume in the imports of many foodstuffs. The following figures, issued by the Dominion Bureau of Statistics, reveal the situation in the "mainly foods" group of imports, on the basis of values, this year, as compared with the corresponding period, 1937-1939:

Imports of Foodstuffs			
	Jan.-Sept. 1946	Nine-Month Average 1937-1939 (\$'000,000)	Increase
Fruits	69.6	15.7	53.9
Sugar and products	29.7	14.3	15.4
Vegetables	23.8	4.3	19.5
Nuts	15.0	1.8	13.2
Coffee and chicory	14.2	2.8	11.4
Grains and products	11.7	9.8	1.9
Tea	7.2	6.6	0.6
Cocoa and chocolate	3.8	1.7	2.1
Oils, vegetable, edible	1.8	0.5	1.3
Spices	1.0	0.6	0.4
Other	1.6	1.1	0.5
Total	\$179.4	\$59.2	\$120.2

Import Gains in Eight Commodity Groups

With gains in eight of the nine main commodity groups, imports continued at a high level in September, being valued at \$156.1 millions, compared with \$163.2 millions in the preceding month and with \$122.3 millions in September last year. The prewar five-year average for the month was \$59.6 millions. The aggregate value of imports for the first nine months of this year was \$1,360.8 millions, compared with \$1,187.8 millions during the corresponding period in 1945.

Gains were widely distributed throughout the whole commodity structure during the month under review, outstanding increases being shown in the inflow of automobiles and parts, farm implements, industrial machinery, coal, petroleum, rubber, wool, cotton and artificial silk. The outstanding decrease was in the return of Canadian war materials from abroad.

Purchases from U.S. Materially Higher

Imports from the United States indicated a sharp rise, which accounted for the major part of the total increase over last year. The total for the

month had a value of \$115·8 millions, as against \$89·6 millions in the corresponding period last year. The aggregate for the nine months ended September was \$969·7 millions, compared with \$907·9 millions a year ago. Imports from the United Kingdom were also heavier in September, having a value of \$12·0 millions, compared with \$9·6 millions in the same nine months last year. The respective aggregate figures were \$159·3 millions and \$98·7 millions.

Canada's Imports, by Commodities

	September 1945	September 1946	January-September 1945	January-September 1946
		Thousands of	Dollars	
AGRICULTURAL AND VEGETABLE PRODUCTS..	16,319	21,407	172,751	221,239
Fruits	6,205	5,721	53,494	69,555
Fruits, fresh	5,888	4,837	44,353	53,924
Fruits, dried	140	571	6,693	8,257
Fruits, canned	161	188	1,430	3,236
Fruit juices and fruit syrups	16	125	1,018	4,137
Nuts	796	1,243	7,421	15,015
Vegetables	164	378	15,223	23,838
Vegetables, fresh	55	171	14,796	23,125
Vegetables, dried	13	62	57	353
Vegetables, canned	45	54	161	108
Pickles, sauces and catsups	52	91	209	252
Grains and products	510	1,911	7,073	11,716
Rice	49	2	1,353	646
Oils, vegetable, edible	115	200	404	1,820
Sugar and products	2,614	3,794	27,581	29,703
Sugar	2,157	2,942	25,521	23,836
Cocoa and chocolate	329	12	3,849	3,840
Coffee and chicory	798	1,640	5,827	14,205
Spices	144	170	707	1,002
Tea	1,346	1,536	14,378	7,169
Vegetable products, other, mainly food..	153	57	654	1,492
Beverages, alcoholic	640	1,049	4,835	8,671
Ale, beer, porter, stout	5	....	34	5
Beverages, distilled	529	877	4,132	6,971
Wines	106	172	669	1,695
Gums and resins	269	637	3,169	3,861
Oil cake and oil cake meal	16	59	151	295
Oils, vegetable, not edible	690	284	8,644	6,275
Plants, shrubs, trees and vines	105	237	526	1,082
Rubber	754	1,582	12,599	12,596
Rubber, crude	232	152	6,227	3,989
Seeds	62	59	1,241	1,236
Tobacco	232	286	1,764	2,388
Vegetable products, other, not food....	377	553	3,212	5,479
ANIMALS AND ANIMAL PRODUCTS	3,013	4,683	30,420	46,014
Animals, living	51	252	1,310	2,299
Bone, ivory and shell products	45	60	467	533
Feathers and quills	20	45	187	420
Fish and fishery products, n.o.p.....	161	353	2,253	3,407
Fish, fresh and frozen	88	141	1,801	2,455
Fish, dried, salted, pickled, smoked..	24	77	186	338
Fish, canned or preserved	5	54	56	213
Furs	1,387	2,304	12,253	21,207
Undressed furs	978	1,504	8,396	13,999
Hair and bristles	145	103	1,166	1,592
Hides and skins, raw	209	49	2,346	1,955
Leather, unmanufactured	213	263	2,502	2,906
Leather, manufactured	184	393	2,206	3,413
Meats	14	173	456	1,013
Milk and products	19	120	252	518
Animal oils, fats, greases and wax....	171	172	2,200	3,105
Animal products, other	396	396	2,819	3,646
FIBRES, TEXTILES AND TEXTILE PRODUCTS..	15,395	20,794	146,070	177,538
Cotton	6,565	6,904	63,332	77,286
Raw, and linters	3,380	2,179	27,603	30,498
Yarn	527	579	5,417	6,173
Fabrics	2,284	3,246	25,545	33,262
Flax, hemp and jute	2,657	3,101	14,363	17,601
Yarn	162	150	1,291	1,047
Fabrics, flax and hemp	103	254	727	1,850
Fabrics, jute	2,130	1,955	9,557	9,693
Silk	178	360	1,532	2,316
Fabrics	174	248	1,499	2,073

Canada's Imports, by Commodities—Continued

	September 1945	September 1946	January-September 1945	January-September 1946
			Thousands of	Dollars
Fibres, Textiles and Textile Products—Con.				
Wool	2,983	6,019	32,915	44,399
Raw wool	1,161	2,045	9,010	12,673
Noils and tops	333	851	5,050	7,105
Yarn	401	500	5,090	4,742
Worsted and serges	498	916	6,195	8,740
Fabrics, other	356	676	4,672	5,787
Artificial silk	1,243	1,859	16,992	14,996
Yarn, twist and thread	710	845	10,063	7,101
Fabrics	489	742	6,608	6,435
Fibres and products, other	775	901	5,537	7,026
Mixed textile products	994	1,649	11,399	13,914
Wood, Wood Products and Paper	4,218	5,365	35,662	49,808
Wood, unmanufactured	571	770	4,725	5,937
Planks and boards	374	533	3,079	3,745
Wood, manufactured	791	889	6,230	7,823
Wood pulp	86	65	865	965
Paper	1,065	1,600	9,747	13,604
Books and printed matter	1,792	2,107	14,961	22,444
IRON AND ITS PRODUCTS	28,528	42,814	297,058	340,260
Iron ore	990	984	5,714	3,098
Ferro-alloys	160	57	736	352
Pigs, ingots, blooms, billets	39	68	2,012	416
Scrap iron	28	141	673	1,474
Castings and forgings	496	560	6,634	4,902
Rolling mill products	4,650	4,794	41,874	37,222
Pipes, tubes and fittings	636	739	3,931	6,098
Wire	338	300	3,265	2,545
Chains	133	156	1,458	1,177
Engines and boilers	1,495	2,209	22,689	20,884
Farm implements and machinery	4,269	5,873	37,932	47,766
Hardware and cutlery	392	593	3,398	4,964
Machinery (except agricultural)	6,876	10,915	69,471	91,773
Springs	39	18	327	743
Stamped and coated products	220	330	1,566	2,267
Tools	643	758	5,824	7,333
Vehicles, chiefly of iron	4,487	10,226	64,925	72,880
Automobiles, freight	46	826	1,757	4,158
Automobiles, passenger	141	3,589	2,393	14,292
Automobile parts	4,126	4,672	57,122	47,938
Iron products, other	2,638	4,123	24,629	34,367
NON-FERROUS METALS AND PRODUCTS	7,165	10,000	78,525	82,478
Aluminium	860	1,819	7,394	8,993
Brass	346	701	3,248	4,880
Copper	119	221	785	1,342
Lead	47	16	286	108
Nickel	118	342	995	2,385
Precious metals (except gold)	376	1,400	4,245	9,097
Tin	5	24	4,977	4,336
Zinc	94	118	678	1,308
Alloys, n.o.p.	25	60	599	696
Clocks and watches	727	427	4,698	5,471
Electrical apparatus	3,532	3,790	34,171	33,625
Radio and wireless apparatus	1,625	845	13,677	7,860
Gas apparatus	22	43	299	312
Printing materials	87	97	846	1,196
Non-ferrous metals, other	805	940	15,305	8,729
NON-METALLIC MINERALS AND PRODUCTS ..	24,304	33,140	194,187	232,136
Asbestos	124	262	1,699	1,622
Clay and products	995	1,258	10,133	12,763
Coal and products	10,676	13,500	82,627	91,991
Coal	9,470	12,116	73,297	82,325
Coke	1,145	1,005	8,519	8,327
Glass and glassware	1,202	2,201	11,925	15,968
Graphite	24	32	341	445
Mica and products	40	41	181	211
Petroleum products	9,282	12,675	70,857	86,227
Stone and products	883	1,349	7,445	10,052
Non-metallic minerals, other	1,076	1,822	8,979	12,856
CHEMICALS AND ALLIED PRODUCTS	6,596	6,756	58,637	68,304
Acids	288	170	2,474	2,348
Alcohols, industrial	45	17	267	577
Cellulose products	451	526	3,909	4,896

Canada's Imports, by Commodities—Concluded

	September 1945	September 1946	January-September 1945	January-September 1946
		Thousands of	Dollars	
Chemicals and Allied Products— <i>Conc.</i>				
Drugs and medicines	721	584	7,180	7,162
Dyeing and tanning materials	639	704	5,919	7,039
Explosives	84	65	682	658
Fertilizers	331	364	2,459	3,272
Paints and varnishes	684	567	6,429	7,061
Perfumery, cosmetics, toilet preparat'ns..	37	55	314	433
Soap	25	37	142	563
Inorganic chemicals, n.o.p.	1,222	1,045	7,943	9,270
Potash and compounds	50	52	552	468
Soda and compounds	269	400	2,674	3,709
Chemical products, other	2,068	2,621	20,920	25,025
MISCELLANEOUS COMMODITIES	16,722	11,136	174,458	143,033
Amusement and sporting goods	280	644	2,093	4,668
Brushes	28	75	294	497
Containers, n.o.p.	126	182	1,094	1,506
Household and personal equipment, n.o.p.	533	1,606	5,454	12,820
Refrigerators and parts	18	450	200	3,608
Mineral and aerated waters	1	1	5	11
Musical instruments	74	353	629	2,035
Scientific and educational equipment...	714	1,084	6,771	9,791
Ships and vessels	1,345	70	3,297	623
Vehicles, except iron	607	850	14,959	7,880
Aircraft (excluding engines)	575	717	14,639	6,971
Paintings and other works of art.....	48	75	704	1,329
Miscellaneous commodities, other	12,965	6,197	139,158	101,872
Canadian goods returned (*)	6,058	1,072	15,889	66,617
War materials (Order in Council)...	3,311	34	84,516	2,862
Total	\$122,259	\$156,096	\$1,187,770	\$1,360,810

(*) Consists mainly of Canadian military equipment.

(Editor's Note—Erratum—*Commercial Intelligence Journal*, November 9, 1946, page 742, "Exports to Countries in Receipt of Credits"—"Jan.-Sept. 1945," in table, should read "Twelve-Month Average 1937-1939.")

Malayan Union Will Admit Chocolates

Singapore, November 9, 1946.—(FTS)—Applications for import licences for the importation of Canadian chocolates will be considered by the Singapore and Malayan Licensing Authorities, provided the applicant can show evidence of a firm offer from a Canadian exporter, and provided shipments are confined to token consignments not exceeding 1,000 pounds net weight. Import licences have been refused to date, on the grounds that chocolates were luxury products and in an effort to conserve sterling exchange. Efforts are being made to revive prewar trade in established brands, and to introduce the branded lines of other interested Canadian chocolate manufacturers.

Beaver Ships Carry Large Aggregate Cargoes

More than 100,000 tons of cargo have been transported between Canada and the United Kingdom during the past summer season by the Canadian Pacific cargo liners *Beaverburn* and *Beaverford*, the larger proportion being carried eastward. The *Beaverburn* arrived in Montreal last week on her final call of the season with a full complement of 35 passengers and 2,803 tons of general cargo. It is estimated that these two ships averaged 10,000-ton cargoes on each of their eastbound voyages and 3,000-ton cargoes on each of their westbound trips to Canada.

Reports on German Scientific and Technical Activities Available

Fifth list of reports on industry and developments in the Reich, obtainable on loan from the National Research Council—Teams of specialists, including Canadians, toured Germany after conclusion of hostilities.

Canadian, British and American teams of specialists have toured Germany since the conclusion of hostilities in an effort to uncover scientific and technical information formerly withheld from other countries. These groups of investigators have visited Germany under the auspices of the Combined Intelligence Objectives Subcommittee (CIOS), the British Intelligence Objectives Subcommittee (BIOS), and the Field Information Agency, Technical (FIAT).

Copies of their reports on German technical developments and controlled industry may be secured on loan from the Liaison Office, National Research Council, Ottawa. The "targets", or subjects under investigation, are so numerous that it would not be practicable to list them in a single issue of the *Commercial Intelligence Journal*. However, as a service to readers who may be interested in obtaining reports that might possibly furnish them with information concerning their own activities, a limited number will be listed each week. The fifth list appears in this issue.

In order to facilitate the location and provision of these reports, reference numbers should be quoted when application is submitted to the National Research Council for any particular report or document. In view of the limited number of copies available, it has been requested that these should be read and returned to the National Research Council with a minimum of delay. It will be noted that the reports are classified, though this does not necessarily indicate there are no others on the subjects noted. Additional reports are being prepared, and will be listed from time to time as they become available.

Kindly mention the *Commercial Intelligence Journal* in submitting applications for reports, in order that it may be determined whether this service is of material value to readers.

	Title	Reference Number
MEDICAL—		
	The Wesseling synthetic fuel plant.....	XXVII-60
	Fisher-Tropsch unit, Leipzig gas works.....	XXVII-68
	The Fischer-Tropsch Plant of Ruhrchemie A.G., Sterkrade-Holten, Ruhr	XXVII-69
	Wirtschaftliche Forschungs G.M.B.H. Fuel Blending Station Heiligenstadt, Germany.....	XXVII-93
	Report on H. Koppers G.M.B.H. Essen. (Synthetic oils).....	XXVIII-36
MACHINERY AND MECHANICAL EQUIPMENT—		
	German mechanical engineering industry.....	XXV-36
	Rotary air compressors built by Demag A.G., Duisburg.....	XXVI-77
RAILWAY EQUIPMENT—		
	German railroad technical development.....	XXIV-17
	German locomotive industry.....	XXV-35
MISCELLANEOUS INDUSTRIAL—		
	Production of electric cable and moulded rubber-to-metal bonded products	XXVII-53
	Personnel anti-bomb shelters, Bonn	XXVII-57
	Report on the neustadt wire and kabel werke, Neustadt Bei Cobarg, Germany	XXVII-77
	German building materials industry	XXVIII-16
	Nutrition Studies, Institut fur Vetinerie Physiologie, University of Leipzig	XXVIII-30
	Light Steel Building Products	XXVI-22
	Aschaffenburg Zellstoffwerke A.G. (Pulp and paper plant).....	XXVI-34
	Gebr. Giuliani G.M.B.H. Ludwigshafen Am Rhein. (Production of Al ₂ O ₃ from bauxite)	XXVI-47
	Felten & Guilleaume Carlswerke Cologne. (Large electrical works)... ..	XXV-30
	Suddeutsche Kabelwerke Mannheim. (Manufacturers of bare and insulated cables)	XXV-31
	Hackethal Draht und Kabelwerke A.G., Hanover. (Manufactures bare and insulated cables)	XXV-32

	Title	Reference Number
CHEMICAL PLANTS AND EQUIPMENT—		
Dr. F. Raschig G.M.B.H. Chemische Fabrik Ludwigshafen Am Rhein. (Manufactures of synthetic phenol and other coal tar products) ..		XXVI-48
Production of synthetic fatty acids and edible fats, Deutsche Fettsäurewerke, Witten		XXVI-50
Manufacture & Fabrication of Polyvinyl Chloride I.G. Farbenindustrie, Bitterfeld		XXVI-52
Manufacture of Caprolactam I.G. Farbenindustrie, Leunawerke, Mersburg		XXVI-53
I.G. Farbenindustrie A.G. Fuer Stickstoff-Duenger Knapsack. (Productive capacity of plant for acetone, calcium carbide and misc. chemicals)		XXVI-54
Chemische Werke, Albert Biebrich. (Synthetic resins)		XXVI-55
German anti-fouling compositions		XXVI-59
The German chlorine industry with particular emphasis on I.G. Farbenindustrie A.G. and the war influence		XXVI-62
Rohm and Haas, Darmstadt. (Enzyme compositions and plastics)		XXVI-63
Manufacture of Polyisobutylene, I.G. Farbenindustrie, Oppau		XXVI-76
Production of cellulose acetate, I.G. Farbenindustrie, Dormagen/Cologne		XXVI-75
Report on inspection of the Oxo Plant at Ruhrchemie Oberhausen-Holden. (Aldehydes from water gas and olefines and alcohols from aldehydes for detergent production)		XXVII-18
I.G. Farbenindustrie, Uerdigen. (Development of plasticizers, stabilizers, resins and organic materials)		XXVII-39
Thermocolour paints, I.G. Farbenindustrie, Oppau		XXVII-49
Report on manufacture of hydroquinone at I.G. Farbenindustrie, Wolfen		XXVII-50
Manufacture of vinyl, chloride and polyvinyl chloride at I.G. Farbenindustrie, Schkopau		XXVII-51
Land und Seekabelwerke, Cologne		XXV-33
I.G. Farbenindustrie laboratory, Leverkusen. (Synthetic rubber and vulcanizing agents)		XXV-34
Hydrogen peroxide electro chemische werke, Holtriiegelskreuth		XXV-44
Henkel and Cie A.G. et Dusseldorf, Germany. (Manufacturers of washing powders, glues, sodium silicate, glycerine, sodium perborate) ..		XXV-48
Production and uses of calcium carbide in Germany		XXV-52
Synthetic emulsifying agents, wetting agents, detergents and soap substitutes I.G. Farbenindustrie A.G., Höchst/Main		XXVI-2
Deutsches Gummi-Regenierwerke, Wilhelm Galombeck & Co., Hamburg		XXVI-15
N.Y. Hamburger Gummiwaren-Compagnie, Harburg		XXVI-16
Gummiwarenfabrik Hutchinson Mannheim		XXVI-17
Rheinische Gummi Celluloid A.G., Mannheim		XXVI-18
Harburger Gummiwarenfabrik Phoenix A.G., Harburg		XXVI-19
Franz Clouth Rheinische Gummiwarenfabrik Nippes, Cologne		XXVI-20
Continental Gummiwerke, Hanover		XXVI-21
Manufacture of acetaldehyde I.G. Farbenindustrie, Schkopau		XXVII-15
Fabrication of plastics I.G. Farbenindustrie, Wolfen		XXVII-16
Werke Koholyte Luelsdorf		XXVI-33
Fischer Tropsch and Allied Processes		XXVII-82
I.G. Farbenindustrie A.G., Ludwigshafen and Oppau Wehrmacht items.		XXVII-84
German carbide, cyanamide and cyanide industry		XXVII-92
Synthetic rubber plant Buna Werke-Schkopau A.G.		XXVIII-13
The Wulf Hefefabrik, Dessau. (Manufactures bakers yeast)		XXVIII-34
I.G. Farbenindustrie, A.G., Leverkusen. (Inorganic and organic chemicals)		XXIX-14
I.G. Farbenindustrie, Mainkur-Hochst. (Manufacture of crude oil demulsifying agents and miscellaneous chemicals)		XXV-26

Sisal Production In Tanganyika Lower

Production of sisal in Tanganyika in July totalled 9,921 tons, of which 5,506 tons came from Tanga and the Northern Provinces. Figures for July, 1945, were 10,457 tons and 5,818 tons respectively. Lack of rainfall in the earlier part of this year is mainly responsible for the slight decrease in the output, according to Barclays Bank Review.

Britain Will Admit Forty More Commodities on "Token" Basis

List now comprises 148 items, formerly excluded from United Kingdom market—Import licences obtainable only for exporters with prewar pattern of trade in such articles.

London, November 14, 1946.—(FTS)—Forty additional items, all of which are manufactured or processed, will be admitted to the United Kingdom on a "token" basis, in accordance with the policy inaugurated last April. The list now comprises 148 commodities that were excluded from the British market, and provides in some measure for the resumption of normal commercial relations between Canada and Great Britain.

Prewar Trade Pattern Essential

Any Canadian exporter, who had established a market in the United Kingdom before the war for any of the listed items, may now secure an import licence through his representatives or agents in that country. In accordance with the provision outlined in the November 2 issue of the *Commercial Intelligence Journal*, the British Board of Trade has established 1946 quotas for the items listed below, amounting to 10 per cent of the value of an exporter's prewar shipments for any one year. Items in the first and second lists were published in the September 28 issue of the *Commercial Intelligence Journal*, in which was indicated the procedure involved, while the third list appeared in the November 2 issue. The forty new items are:

- Glace cherries.
- Quick-frozen peas.
- Marshmallow (cooking ingredient).
- Silvered, sheet and plate glass, excluding mirrors.
- Glazed wall tiles.
- Yellow varnished paper for bottle cap linings.
- Machine knives.
- Paper machine wires.
- Woven wire cloth.
- Gauze fabric or meshing.
- Domestic hand-operated meat mincers, coffee and spice mills.
- Pulley blocks.
- Gear transmissions and gears.
- Electric fans, complete with motors, for domestic use.
- Domestic electrically operated washing machines.
- Electric light bulbs.
- Pipe joints of non-malleable cast iron, pipe joints of iron or steel, excluding malleable cast iron and non-malleable cast iron.
- Sporting guns, rifles and spare parts thereof.
- Fuses and detonators.
- Typewriter ribbons.
- Leather gloves.
- Men's shirts.
- Men's felt hats.
- Cotton boot and shoe laces.
- Elastic braid.
- Cotton ribbons and tapes.
- Trimmings of cotton and cotton-rayon mixtures.
- Jute webbing.
- Woollen tissues.
- Woollen damasks, tapestries and brocades.
- Wool and mohair plushes and other wool pile fabrics.
- Bottles, other than ornamental, pharmaceutical, medicine, wine and spirit bottles.

Furniture of bamboo cane, wickerwork or similar material, excluding furniture made from woven fibre.

Baskets and basketware.

Sun goggles.

Fancy leather goods, excluding trunks, travelling bags, handbags, wallets and pouches.

Rubber garden hose.

Electric switches.

Lamp globes and lamp glasses.

Shampoos, non-liquid, in containers holding not more than one ounce.

Debit Shipments Against 1946 Quotas

Shipments of the above-mentioned commodities, in addition to those included in previous lists, which are covered by British import licences issued in 1946 and completed within the valid period of such licences, will be debited against 1946 quotas. As the life of an import licence is normally three months, the actual shipment against this year's quotas can be carried over to the first months of 1947.

Of these products, elastic braid is subject to British price regulation. Sporting guns and rifles are subject to production specifications. Quick-frozen peas may be distributed in the United Kingdom only between November 1 and April 30.

Deletions from Export Permit Schedule

Export permits are no longer required for the exportation of the following commodities, according to recent announcements of the Export Permit Branch, Foreign Trade Service:

Smelts, fresh or frozen, filleted or not, effective October 29.

Silver jewellery, semi-fabricated and fabricated, effective November 15.

Additions to Export Permit Schedule

Export permits will be required for the following items, effective on and after November 20, 1946, according to a notice issued by the Export Permit Branch:

Sheathing and building papers, dry, saturated or laminated, over \$25.

Asbestos building products, n.o.p., over \$25.

Asphalt or tar roofing and siding products, floor tile and shingles, over \$25.

Effective November 9, 1946, export permits will be required for the exportation of the following items:

Animal glandular products, all forms, whether concentrated, liquid or desiccated, including ox-gall (also known as ox-bile), sheep gall, hog gall and spleen.

Turkey Requests Beer Bottles

Turkey, like Canada, is experiencing a shortage of beer bottles. A letter has been received by the Foreign Trade Service, with a request that information be provided concerning any firm in a position to supply 5,000,000 beer bottles, delivery to be made in Istanbul. The writer explained that he did not expect immediate delivery, but thought it might be possible to meet the demand during the second quarter of 1947. Interested firms should communicate with the Foreign Trade Service.

Joint Investment Policy Has General Support in Mexico

Foreign capital welcomed by industrialists and labour unions—Twenty-six new companies registered in Federal District in first half-year, and further expansion seen—Chambers of Commerce discuss many problems.

By D. S. Cole, Commercial Counsellor, Canadian Embassy

Mexico City, November 2, 1946.—Joint investment is popular in this country, because it creates new opportunities with little immediate risk. Local businessmen can be fairly sure that foreigners expect to make a success of enterprises in which they are financially interested. It opens up new employment prospects. Local participation satisfies nationalistic sentiments, and it appears to be a welcome change from previous semi-colonial situations.

Technical Staffs Half Mexican Half Foreign

Progressive Latin American industrialists favour this policy, as it supplies funds for badly needed development that is usually shunned by local capital more interested in speculation. Conservative industrialists like it, because the prosperity of private enterprises makes possible a demand that the government should retire completely from intervention in business, except as a sort of subsidy. Labour unions tolerate the policy, as it leaves some measure of control in native hands, while fostering the growth of an industrial proletariat, which will be organized. It would appear that companies to be formed during 1947 will secure the customary 49 per cent of foreign capital, and that their technical staffs will be half Mexican and half foreign. It is reported here that British and United States capital is interested in the establishment of industrial plants.

Material Progress In Fourteen Years

Statistics pertaining to industry and agriculture were made available during the general assembly of the Federation of Mexican Chambers of Commerce, at which 114 local organizations were represented. During the first six months of this year, twenty-six new major industrial companies were registered in the Federal District, their aggregate capital amounting to 11,700,000 pesos. During 1944, a total of 3,453,282,412 pesos was invested in Mexican industry, which compares with 979,529,483 pesos in 1930. The former sum did not include capital expenditure on electric power plants and oil refineries. These reported a capital expenditure in 1940 of 1,463,488,344 pesos. Industrial production in 1944 was valued at 801,590,614. The number of employees engaged in industry was 512,339, compared with 318,763 employees in 1930. Wages and salaries paid in 1944 totalled 1,002,223,106 pesos, as compared with 181,061,777 pesos in 1930.

Wide Range of Articles Produced

The twenty-six companies registered during the first six months of this year will produce a wide range of articles. A total of 3,000,000 pesos has been invested in the production of artificial silk, 350,000 pesos in concrete tubing, 250,000 in tiles and bathroom furnishings, 500,000 pesos in agricultural implements, 500,000 pesos in electrical apparatus, 2,500,000

pesos in the production of dyes, 2,000,000 in plain glass, 1,000,000 in electric refrigerators, and 1,000,000 in a new cement company. Although no figures are as yet available, it would appear that the rate of industrial expansion will be maintained in 1947.

Agricultural Problems Considered

A commission of seven men was appointed at the general assembly to study methods of increasing agricultural production in Mexico and of combating the influence of food monopolies. It was indicated, as an example of the weakness of agriculture in Mexico, that in 1944, a total of 162,000 tons of corn was imported at a cost of 12,000,000 pesos, and that the following year some 92,000 tons of corn were imported at a cost of 42,000,000 pesos. This represents a rise from 74 pesos per ton to 456 pesos per ton.

Norway Embarks On Commercial Production of Chemical Wool

Capacity of plant will be 9,000 tons per annum—Domestic textile mills have received several hundred tons to date, and the balance has been exported to Italy—Interest displayed in prospective market in United States.

By S. G. MacDonald, Commercial Secretary, Canadian Legation

Oslo, November 13, 1946.—Commercial production of chemical wool has commenced in Norway. An experimental plant was established at Sarpsborg, on the east coast, during the latter part of the war, and this was enabled to engage in the production of chemical wool on a commercial basis during the past summer. This is a new development for Norway, and it is reported in trade circles that the product is satisfactory.

The factory is near the largest Norwegian pulp and paper mill, Messrs. Borregaard, and covers one acre of floor space. In addition to the main building and the adjoining lye and acid plants, there are sulphurous carbon factories under construction. These should be completed this year.

Most Modern Procedure Introduced

The procedure follows the most modern developments in so far as the transposition of cellulose from woodpulp to chemical wool is concerned. Bales of cellulose will arrive at the plant as a wet mass, and be pumped through pipelines from one section to another. This process has not yet started, as all equipment is unobtainable, but should be inaugurated within several months. The pulp or cartons are presently torn to pieces and mixed with lye to form an alkaline mass.

The mass now has the appearance of cocoa, but is completely changed. It is constantly agitated in the sulphuration room in large kneading machines, which are operated by 100 h.p. motors, water, lye and sulphurous carbon being added. After four hours, the mass resembles syrup and is in a viscous state. It is then poured into containers for ripening, and held in another part of the factory for more than 48 hours at a temperature of from 12 to 14 degrees centigrade. During this period, it is finely strained for all impurities and any insoluble fibres, which must be removed before the viscous substance can be transferred to the spinning machines.

Plan Annual Production of 9,000 Tons

Plans have been completed for an annual production of 9,000 tons, but only one-fourth this figure has been reached. Several hundred tons have already been channelled into Norwegian textile mills, and most of the balance exported to Italy. It is reported that one thousand tons will be shipped to the United States.

Agreement Reached With Italy

The importance of this development to Norway is indicated by the recent compensation agreement between this country and Italy. After payments to Italian factories have been made, in the form of cell-wool, Norway will receive from Italy between 1,000,000 and 1,250,000 metres of "vistramusselins." The establishment of an export trade with the United States, the land of cotton, in synthetic fibre material is of considerable interest to the Norwegian Pulp and Paper Association, and the possible effects of this production on the textile trade of the world cannot be ignored.

Cell-wool in Norway and Sweden was much discredited during the war, due largely to the quality. The present product is much improved, however. There is plenty of room for research in the uses of cell-wool and the handling of the made-up textile. This factory is already engaged in work along these lines, by others in Norway and elsewhere in Scandinavia. It is claimed that cell-wool, under proper treatment, is superior to ordinary wool and cotton from the points of view of taking dyes, appearance and cleanliness.

Foreign Trade Inquiries

129. **Netherlands**—Automatic machines are required for the manufacture of paper clips, drawing pins and hairpins. Further particulars will be supplied on application to the Department of Trade and Commerce, Ottawa. File T.E.122.
130. **Peru**: Union Comercial F. Laura, S. A., Casilla 2802, Lima, Peru, has expressed interest in the purchase of the following commodities for use in a hotel:
Laundry plant for 1,000 pounds of dry clothing in eight hours, consisting of two washing machines, each of 500 pounds per day.
Drying machine and ironing machine (complete equipment).
Two cooking pots, each of 50-gallon capacity—40 pounds steam pressure.
One autoclave to steam $7\frac{1}{2}$ to 8 bushels of vegetables.
One plate washer and dryer, with a capacity of 1,000 plates per hour.
One semi-automatic or automatic boiler, with steam capacity to heat three cubic meters of water for the laundry, cooking pots and plate washer and dryer. This boiler should be fitted with an automatic petroleum burner.
One automatic furnace, with three ovens for baking bread and pastry, fitted with thermostat to maintain the distinct temperatures in each oven. Approximate production for from 300 to 400 persons.
One automatic potato peeler.
One automatic beater.
One meat mincing machine.
One potato or vegetable masher.
Two ice cream-making machines, each with a capacity for 250 pounds.
Two automatic bread toasters, each with a capacity of 400 slices.
Two waffle machines.
Two club-sandwich and hotdog heaters.
One automatic coffee-making machine, to prepare sufficient coffee for the hotel.
One complete set of cooking utensils for the hotel, with accommodation for 300 boarders.
One complete coffee-shop equipment, capacity for 300 persons.
All electric machines should be suitable for 220-v, 60-cycle, A.C.
Cutlery: complete set of table cutlery.
Chinaware: complete set of chinaware for 300 to 400 persons.
File: C.E. 262.

“Walkie-Talkie” Radios Among War Materials Declared Surplus

Ten new sets and six used “Handie-Talkie” units offered by War Assets Corporation—Absolute altimeters available for \$150 each—9,000 pounds of cleanser, khaki drill shorts, army mess tins and boot uppers on list.

Ten new, two-way “Walkie-Talkie” radio sets are offered for export sale by the War Assets Corporation for \$100 each. Six, used, two-way “Handie-Talkie” radio sets are being made available for \$50 each. The former apparatus is known as Model 58, and was manufactured by Addison Industries, Limited, while the latter, known as Model 27, was manufactured by the Rogers Majestic, Limited.

War Assets Corporation is offering for sale 390 absolute altimeters, presently located at Montreal, priced at \$150 each. These are new and in their original cartons. A radio transmitter-receiver directs signals to the ground, and the reflections are picked up, actuating a meter from which the height is read off directly. The range is from zero to 4,000 feet, with two scales: one from zero to 400 feet, and one from 400 to 4,000 feet. The reading is accurate to one foot per 1,000 feet. The installation operates on 24 to 27 volts direct current, and weighs about 25 pounds.

Approximately 1,000 used khaki drill shorts, presently located at Valleyfield, are offered at 30 cents each.

More than 190,000 used army boot uppers and two used asbestos fire-fighting suits complete with helmet, are also offered at Valleyfield. The latter are priced at \$35 each, and the uppers, singles only, will be sold at 3 cents each.

A small quantity of used army mess tins of the old round type may be had at 25 cents each. These are presently located in Montreal. Made of stainless steel, the handle folds into the bottom, and the top is a shallow lid.

The Corporation is offering 9,000 pounds of cleanser at 5 cents per pound. This cleaning powder, manufactured by Mayers, Limited, Winnipeg, is for sinks and floors, and is presently stored at Sea Island, Vancouver. Of this amount, 4,500 pounds are packed in 25-pound cartons, and the remainder in 50-pound drums.

All prices quoted are on an “as is, where is” basis, with offerings subject to prior sale or withdrawal. Inquiries should be addressed to War Assets Corporation, Export Sales Division, No. 4 Temporary Building, Ottawa.

Sir Bede Clifford Resigns in Trinidad

Port of Spain, November 5, 1946 (FTS).—Hon. Sir Bede Clifford, G.C.M.G., C.B., M.V.O., has resigned “on medical grounds” as Governor-in-Chief of Trinidad and Tobago, and has been succeeded by Sir John Valentine Wistar Shaw, CM.G., who has been Chief Secretary to the Government of Palestine since 1943. His term of office would normally have expired in June, 1947.

Sir Bebe is known to many Canadian businessmen visiting Trinidad and the Bahamas, where he was Governor before the war. He was particularly interested in the development of trade between the British West Indies and Canada.

Commercial Notes

Brazil Signs Wheat Agreement with Argentina

Rio de Janeiro, November 2, 1946 (FTS).—Argentina is expected to provide Brazil with 1,200,000 tons of wheat annually over a five-year period from January, 1947, to December, 1951, according to the terms of an agreement between the two countries. Commodities under future trade discussion will be Brazilian fabrics, cotton thread, lumber, pig iron, rubber and tires, and Argentine wool and casein.

The basis of the agreement provides that Argentina sell to Brazil, in monthly quotas, a minimum of 1,200,000 tons of wheat annually, provided that Argentina's exportable surplus for each of the five years is not less than 2,600,000 tons. Should it be less, Argentina will sell to Brazil at least 45 per cent of her exportable surplus of that year.

Argentina will assure Brazil the minimum price at which wheat has been sold to a third country during the preceding monthly period. If, in that period, Brazil can obtain wheat of the same quality from another country at a cheaper price, she is at liberty to purchase this as part or whole of the agreed monthly quota. Conversely, if another country wishes to purchase wheat from Argentina at a higher price than that offered by Brazil, Argentina may sell and the amount would be deducted from the agreed monthly quota. Brazil will not buy any portion of the wheat quota from other sources without first notifying Argentina and allowing her to compete, and Argentina will not sell any portion of the quota to other markets without first consulting Brazil.

British Industrialists Visit South Africa

Johannesburg, November 2, 1946 (FTS).—Leaders of British industry will undertake a goodwill tour of South Africa in the near future to consolidate and develop commercial relations that were interrupted during the war. It is reported that the group will be headed by Lieut.-General Sir Ronald Weeks, Deputy Chairman of Vickers Armstrong, Limited, and Chairman of the English Steel Corporation. Others participating on this tour will include A. R. Kilner and Maurice Summers, of this firm. They are due here on November 4 and are expected to remain a month in the Union.

Consideration will also be given to the possible establishment in South Africa of branches of British firms.

Truck Service Between Ottawa and Mexico Planned

Truck transportation between Ottawa and Mexico City will be inaugurated in the near future by W. Sparks and Son, of Ottawa, which is securing special trailers that may be sealed for transit through the United States. Shipments will be routed through Washington, for which freight will be accepted. Following the pioneer trip, the service will be maintained on a 28-day round trip basis.

Canada-India Service Planned

Monthly sailings between Calcutta, Colombo, Singapore and Vancouver will be inaugurated in February, when the S.S. *Lake Kootenay* clears Indian ports for the Pacific Coast of Canada. Other 10,000-ton ships will be operated with the S.S. *Lake Kootenay* in this new service. North Pacific Shipping Company, Limited, of Vancouver, will act as agents for this new line.

Area Traffic Officer Appointed

William Jackson Fisher, formerly of Calgary, Alta., has been appointed Area Traffic Officer in the Foreign Trade Service, with headquarters in Ottawa. He will maintain close connections with air lines, railway and steamship companies, transportation bureaux of Boards of Trade, Chambers of Commerce, the Canadian Manufacturers' Association and other similar organizations interested in the promotion of external trade.

He will be in a position to furnish the commercial community with information concerning the most satisfactory methods of shipping their products to specific trading areas, and of importing raw materials for Canadian industry or commodities for consumption.

Mr. Fisher, who was formerly Director of Movements for the Canadian Army, obtained his senior matriculation from Western Canada College, Calgary, and attended Queen's University, Kingston, where he completed two years in Commerce. He secured experience in organization and administration with the Canadian National Railways and later with the Canadian Pacific Railway Company. At the time of his enlistment he was employed with the Alberta Wheat Pool, which enabled him to familiarize himself with the requirements of Canada's export trade.

As Director of Movements, Canadian Army, he was responsible for an organization comprising some nine hundred officers and men, engaged in the transportation by land, sea and air of personnel, stores, munitions and equipment.

Promoted in Canadian Commercial Corporation

J. D. McCarthy, M.B.E., formerly of Toronto and later of Porcupine, Ont., has been appointed Assistant Manager of the Canadian Commercial Corporation, succeeding the late T. F. Aspden in that position. Born in Toronto in 1907, Mr. McCarthy was educated in that city, at Ridley College and later attended Osgoode Hall. He was employed with the Department of Munitions and Supply and its successor, the Department of Reconstruction and Supply, from October, 1940, to April, 1946, when he was transferred to the Canadian Commercial Corporation.

Exporters Urged to Consult Trade Commissioners

Complaints are being received from Canadian Trade Commissioners regarding changes made by Canadian exporters in their selling arrangements abroad, as a result of visits to Canada by representatives of foreign firms who are in competition with their established agents.

The Trade Commissioners are prepared to advise on the desirability of changes whenever necessary, and Canadian exporters are advised against making precipitate changes which might not be in their own interests, without first consulting the Trade Commissioner.

Data on Supply and Delivery Desired

Canadian exporters are requested to give specific information on their supply and delivery situation, when corresponding with Canadian Government Trade Commissioners regarding agency appointments. This action will avoid possible embarrassment to a newly appointed agent, who might place orders which the principal is unable to fill for six months to a year.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Calgary—Board of Trade.

Edmonton—Can. Manufacturers' Association.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Kelowna—Board of Trade.

Montreal—Montreal Board of Trade.

Quebec City—Board of Trade.

Saint John—Board of Trade.

Toronto—Can. Manufacturers' Association.

Vancouver—Can. Manufacturers' Association.

Vernon—Board of Trade.

Victoria—Dept. of Trade and Industry.

Winnipeg—Can. Manufacturers' Association.

Paul Sykes, of Ottawa, formerly Canadian Trade Commissioner in Bombay, has been appointed Canadian Trade Commissioner in Singapore. His territory will include the Malayan Union, British North Borneo, Brunei, Sarawak, Siam and Netherlands India. He resumed his Canadian tour in Toronto on November 4, and will proceed to his new post on its conclusion.

Richard Grew, who was recently appointed trade commissioner at Bombay, will take up this post on the conclusion of his Canadian tour. His territory will include Burma and Ceylon. Mr. Grew was formerly trade commissioner at Cairo.



T. J. Monty, who has opened a new office of the Trade Commissioner Service at Athens. Mr. Monty has been appointed Commercial Secretary, attached to the Canadian Embassy in Greece. The territory covered by the Athens office includes Turkey.

Their itineraries are as follows—

Richard Grew

(Appointed Trade Commissioner at Bombay)

Montreal—November 13-26.

Paul Sykes

(Appointed Trade Commissioner at Singapore)

Winnipeg—November 26.

Calgary—November 28.

Vernon—November 29.

Kelowna—November 30.

Vancouver—December 2-14.

Edmonton—December 17.

T. J. Monty Opens New Office in Athens

Theodore J. Monty, who was recently appointed Commercial Secretary at the Canadian Embassy in Greece, has arrived in Athens to open a new office of the Canadian Trade Commissioner Service. His territory includes Turkey.

Mr. Monty, who was recently acting trade commissioner in Los Angeles, received his education in Three Rivers, Quebec, and the University of Montreal, from which he graduated in Commerce. He was employed by the Ford Motor Company of Canada, in Montreal, and later joined the Department of Mines, Fisheries and Colonization, of the Quebec Provincial Government. He acted as research assistant for the Advisory Board on Tariff and Taxation, in Ottawa, and in 1929 was appointed secretary-treasurer of the Sherbrooke Board of Trade. He undertook a tour through Northern Alberta and Southern British Columbia with the Canadian Chamber of Commerce.

Mr. Monty joined the Trade Commissioner Service in 1930, and was posted to Athens as assistant trade commissioner in 1931. He was transferred to Tokyo in 1934, and in 1938 to Oslo. When the Germans invaded Norway in 1940, Mr. Monty and his family fled from Oslo, but were subsequently captured and interned. He was released from internment in Germany, in 1942, and returned to Canada with his family. In August of that year he was posted to Los Angeles.

G. S. Hall Appointed To Asia Desk

George Stanley Hall, formerly of London, England, and resident in China for a period of fourteen years, has been appointed to take charge of the Asia Section in the Foreign Trade Service. In this position, he will be the liaison between trade commissioners in the Far East and the headquarters organization in Ottawa. Inquiries from Canadian exporters and importers will also be channelled through Mr. Hall to other divisions, as the need for more specific information arises.

Mr. Hall was educated in England, and proceeded to the Orient, where he served from 1929 to 1940 in the Chinese Maritime Customs. He previously undertook hydrographical surveys with the Chinese Marine Department, and was also employed in establishing and maintaining the code of the Preventive Department.

He was commissioned in the Royal Canadian Navy in July, 1940, and saw service throughout the war on the North Atlantic, retiring in September, 1945, with the rank of commander. Two months later he was appointed to the Trade Commissioner Service, and has been temporarily in charge of the Asia Section.

T. G. Major Liaison with Caribbean Commission

T. G. Major, Canadian Trade Commissioner in Port of Spain, Trinidad, will serve as Canadian Liaison Officer to the Caribbean Commission. He will not attend the forthcoming meeting of the commission in Curaçao, but will familiarize himself with its activities through the Secretariat, now established in Port of Spain. It is understood that the office of the Secretariat will be opened on November 25.

This commission was created as a result of recommendations put forward at the West Indies Conference, held in St. Thomas last March. Its purpose is to promote co-ordinated action on problems common to various sections of the Caribbean. It comprises representatives of the British, French, Netherlands and United States governments and dependent territories.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operators, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steam rthat will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Montreal

†Calls at Halifax en route to Bermuda, BW.I., and British Guiana

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenco Marques..	November 23	<i>Cambray</i>	Elder Dempster
Africa-South— Cape Town..... Port Elizabeth..... East London..... Durban.....	November 23	<i>Cambray</i>	Elder Dempster
Belgium— Antwerp.....	November 25	<i>Mont Sandra</i>	Montreal Shipping
Germany— Hamburg.....	November 25	<i>Mont Sandra</i>	Montreal Shipping
Holland— Rotterdam.....	November 25	<i>Mont Sandra</i>	Montreal Shipping
Mediterranean— Central and Western Areas... }	November 25 November 25	<i>Fort St. Croix</i> <i>Makedonia</i>	Montreal Shipping Montreal Shipping
Morocco— Casablanca..... Casablanca.....	November 25 November 25	<i>Fort St. Croix</i> <i>Makedonia</i>	Montreal Shipping Montreal Shipping
Newfoundland— St. John's..... St. John's.....	November 25 November 26-29	<i>Blue Peter II</i> <i>Meigle</i>	Montreal Shipping Shaw Steamships
New Zealand— Auckland..... Wellington..... Lyttleton..... Dunedin.....	November 14-25	<i>Samingoy</i>	Montreal Australia New Zealand Line
Poland— Gdansk.....	November 25	<i>Mont Sandra</i>	Montreal Shipping
Portugal— Lisbon..... Lisbon.....	November 25 November 25	<i>Fort St. Croix</i> <i>Makedonia</i>	Montreal Shipping Montreal Shipping

Departures from Montreal—*Conc.*

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Liverpool.....	November 25	<i>Cavina</i>	Donaldson Atlantic
Liverpool.....	November 25	<i>Fort Ticonderoga</i>	Donaldson Atlantic
London.....	November 24	<i>Beaverghen</i>	Canadian Pacific
Manchester.....	November 27	<i>Manchester Trader</i>	Furness Withy
West Indies—			
Antigua.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Bahamas.....	November 24	† <i>Cartier Park</i>	Canadian National
Bahamas.....	November 26	<i>Maisonneuve Park</i>	Canadian National
Barbados.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Barbados.....	November 22-24	† <i>Lorne Park</i>	Canadian National
Bermuda.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	November 24	† <i>Cartier Park</i>	Canadian National
Bermuda.....	November 26	<i>Maisonneuve Park</i>	Canadian National
British Guiana.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
British Guiana.....	November 22-24	† <i>Lorne Park</i>	Canadian National
Dominica.....	November 22-24	† <i>Lorne Park</i>	Canadian National
Grenada.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Jamaica.....	November 24	† <i>Cartier Park</i>	Canadian National
Jamaica.....	November 26	<i>Maisonneuve Park</i>	Canadian National
Montserrat.....	November 22-24	† <i>Lorne Park</i>	Canadian National
St. Kitts.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	November 22-24	† <i>Lorne Park</i>	Canadian National
St. Vincent.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	November 15-24	<i>Alcoa Pegasus</i>	Alcoa Steamships
Trinidad.....	November 22-24	† <i>Lorne Park</i>	Canadian National

Departures from Halifax

Additional to sailings scheduled from Halifax for Bermuda, the British West Indies and British Guiana, as indicated in the foregoing table, the following departures are listed by operators:

Destination	Loading Date	Vessel	Operator or Agent
Africa-South—			
Cape Town.....	December 5-10	<i>Cumberland County</i>	Montreal Shipping
Port Elizabeth.....			
East London.....			
Durban.....			
Cuba—			
Santiago.....	Nov. 30-Dec. 3	<i>Dufferin Park</i>	Pickford & Black
Santiago.....	December 23-28	<i>Oakmount Park</i>	Pickford & Black
Mexico—			
Vera Cruz.....	January 2-5	<i>Lansdowne Park</i>	Canadian National
United Kingdom—			
Hull.....	December 9-10	<i>Consuelo</i>	McLean Kennedy
Liverpool.....	November 23	<i>Samaria</i>	Cunard White Star
Liverpool.....	December 21	<i>Samaria</i>	Cunard White Star
Liverpool.....	December 24	<i>Pacific Enterprise</i>	Furness Withy
West Indies—			
Antigua.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Antigua.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Antigua.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Antigua.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Antigua.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National

Departures from Halifax—Conc.

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Barbados.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Barbados.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Barbados.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Barbados.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Barbados.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Barbados.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Bermuda.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Bermuda.....	December 10-14	<i>Canadian Observer</i>	Canadian National
Bermuda.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Bermuda.....	December 19-24	<i>Cartier Park</i>	Canadian National
Bermuda.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Bermuda.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Bermuda.....	January 2-5	<i>Lorne Park</i>	Canadian National
British Guiana.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
British Guiana.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
British Guiana.....	December 18-23	<i>Sutherland Park</i>	Canadian National
British Guiana.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
British Guiana.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
British Guiana.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Dominica.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Grenada.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Grenada.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Grenada.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Grenada.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Grenada.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Jamaica.....	December 2-7	<i>Dufferin Park</i>	Pickford & Black
Jamaica.....	December 10-14	<i>Canadian Observer</i>	Canadian National
Jamaica.....	December 19-24	<i>Cartier Park</i>	Canadian National
Jamaica.....	December 23-27	<i>Oakmount Park</i>	Pickford & Black
Jamaica.....	January 2-5	<i>Lorne Park</i>	Canadian National
Montserrat.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Nassau.....	December 10-14	<i>Canadian Observer</i>	Canadian National
Nassau.....	December 19-24	<i>Cartier Park</i>	Canadian National
Nassau.....	January 2-5	<i>Lorne Park</i>	Canadian National
St. Kitts.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Kitts.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Kitts.....	December 18-23	<i>Sutherland Park</i>	Canadian National
St. Kitts.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
St. Kitts.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
St. Lucia.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Lucia.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Lucia.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
St. Lucia.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Vincent.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Vincent.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
St. Vincent.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Trinidad.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Trinidad.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Trinidad.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Trinidad.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Trinidad.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Trinidad.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques.	December 8	<i>Empire Tobago</i>	Elder Dempster
Lourenco Marques.	December 26	<i>Fantee</i>	Elder Dempster
Lourenco Marques.	January 2.	<i>Tarkwa</i>	Elder Dempster
Africa-South—			
Cape Town.	December 8	<i>Empire Tobago</i>	Elder Dempster
Port Elizabeth.	December 10	<i>A Ship</i>	Montreal Shipping
East London.	December 26	<i>Fantee</i>	Elder Dempster
Durban.	January 2	<i>Tarkwa</i>	Elder Dempster
Argentina—			
Buenos Aires.	December 6-11	<i>Royal Prince</i>	Furness Withy
Buenos Aires.	December 10-15	<i>A Ship</i>	Montreal Shipping
Belgium—			
Antwerp.	December 15	<i>Marchport</i>	March Shipping
Antwerp.	December 25	<i>Marchdale</i>	March Shipping
Brazil—			
Rio de Janeiro.	December 6-11	<i>Royal Prince</i>	Furness Withy
Rio de Janeiro.	December 10-15	<i>A Ship</i>	Montreal Shipping
British Honduras—			
Belize.	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
China—			
Shanghai.	December 10-15	<i>Maria G.</i>	Montreal Shipping
Shanghai.	Late December	<i>City of Poona</i>	McLean Kennedy
Colombia—			
Barranquilla.	December 8-12.	<i>Beresford Park</i>	Saguenay Terminals
Costa Rica—			
Port Limon.	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
Cuba—			
Havana.	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
Curaçao.	Nov. 29-Dec. 3	<i>Hamilton Park</i>	Saguenay Terminals
Eire—			
Dublin.	December 11-15	<i>Lord O'Neill</i>	McLean Kennedy
Dublin.	December 23-28	<i>Torr Head</i>	McLean Kennedy
Germany—			
Hamburg.	December 15	<i>Marchport</i>	March Shipping
Hamburg.	December 25	<i>Marchdale</i>	March Shipping
Guatemala—			
Puerto Barrios.	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
Holland—			
Rotterdam.	December 15	<i>Marchport</i>	March Shipping
Rotterdam.	December 25	<i>Marchdale</i>	March Shipping
Hong Kong.	December 10-15 Late December	<i>Maria G.</i> <i>City of Poona</i>	Montreal Shipping McLean Kennedy
India—			
Karachi.	December 5-10	<i>Oceanside</i>	March Shipping
Bombay.			
Madras.			
Calcutta.			
Bombay.	December 5-8	<i>Samovar</i>	McLean Kennedy
Madras.			
Calcutta.			
Mediterranean—			
Central and	December 15 December 30	<i>A Ship</i>	Montreal Shipping
Western Areas.		<i>A Ship</i>	Montreal Shipping
Morocco—			
Casablanca.	December 15	<i>A Ship</i>	Montreal Shipping
Casablanca.	December 30	<i>A Ship</i>	Montreal Shipping

Departures from Saint John—*Conc.*

Destination	Loading Date	Vessel	Operator or Agent
Northern Ireland—			
Belfast.....	December 11-15	<i>Lord O'Neill</i>	McLean Kennedy
Belfast.....	December 23-28	<i>Torr Head</i>	McLean Kennedy
Panama—			
Cristobal.....	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
Philippines—			
Manila.....	December 10-15	<i>Maria G.</i>	Montreal Shipping
Manila.....	Late December	<i>City of Poona</i>	McLean Kennedy
Portugal—			
Lisbon.....	December 15	<i>A Ship</i>	Montreal Shipping
Lisbon.....	December 30	<i>A Ship</i>	Montreal Shipping
Singapore.....	December 10-15	<i>Maria G.</i>	Montreal Shipping
United Kingdom—			
Hull.....	December 4-7	<i>Consuelo</i>	McLean Kennedy
Liverpool.....	November 29	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	December 11-15	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool.....	December 23-28	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	December 25	<i>Beaverburn</i>	Canadian Pacific
London.....	December 14	<i>Beaverlake</i>	Canadian Pacific
London.....	December 21	<i>Beaverdell</i>	Canadian Pacific
Manchester.....	December 5	<i>Manchester Progress</i>	Furness Withy
Manchester.....	December 12	<i>Manchester Shipper</i>	Furness Withy
Manchester.....	December 24	<i>Manchester Commerce</i>	Furness Withy
Newcastle.....	December 4	<i>Cairnvalona</i>	Cairn-Thomson
Newcastle.....	December 21	<i>Cairnavon</i>	Cairn-Thomson
Newcastle.....	December 27	<i>Cairnesk</i>	Cairn-Thomson
Uruguay—			
Montevideo.....	December 6-11	<i>Royal Prince</i>	Furness Withy
Montevideo.....	December 10-15	<i>A Ship</i>	Montreal Shipping
Venezuela—			
La Guaira.....	Nov. 29-Dec. 3	<i>Hamilton Park</i>	Saguenay Terminals
Puerto Cabello.....			
Maracaibo.....			

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques.....		<i>A Ship</i>	North Pacific Shipping
Africa-South—			
Cape Town.....		<i>A Ship</i>	Empire Shipping
Durban.....			
Argentina—			
Buenos Aires.....	Late November	<i>Ringleader</i>	Balfour Guthrie
Buenos Aires.....	Late November	<i>Fisk Victory</i>	Balfour Guthrie
Buenos Aires.....	Early December	<i>Hardanger</i>	Empire Shipping
Australia—			
Brisbane.....	Late November	<i>Lautoka</i>	W. R. Carpenter
Sydney.....			
Melbourne.....			

Departures from Vancouver—*Con.*

Destination	Loading Date	Vessel	Operator or Agent
Australia—<i>Con.</i>			
Sydney.....	December	<i>Parrakoola</i>	Empire Shipping
Melbourne.....			
Newcastle.....			
Melbourne.....	November 27	<i>Samspring</i>	Canadian Australasian
Sydney.....			
Sydney.....	November 27	<i>Wanganella</i>	Canadian Australasian
Brazil—			
Rio de Janeiro.....	Late November	<i>Ringleader</i>	Balfour Guthrie
Rio de Janeiro.....	Late November	<i>Fisk Victory</i>	Balfour Guthrie
Rio de Janeiro.....	Early December	<i>Hardanger</i>	Empire Shipping
Burma—			
Rangoon.....		<i>A Ship</i>	Dingwall Cotts
China—			
Shanghai.....	Late November	<i>Granville</i>	Balfour Guthrie
Shanghai.....	Late November	<i>Roseville</i>	Balfour Guthrie
Shanghai.....	Early December	<i>Mongabarra</i>	Empire Shipping
Shanghai.....	Late December	<i>Veto</i>	Empire Shipping
Colombia—			
Cartagena.....	Late November	<i>Ringleader</i>	Balfour Guthrie
Cartagena.....	Late November	<i>Fisk Victory</i>	Balfour Guthrie
Curaçao.....	Late November	<i>Ringleader</i>	Balfour Guthrie
	Late November	<i>Fisk Victory</i>	Balfour Guthrie
Egypt—			
Alexandria.....	Late November	<i>A Ship</i>	Empire Shipping
France—			
North Coast.....	Late November	<i>A Ship</i>	Empire Shipping
North Coast.....	Late December	<i>A Ship</i>	Empire Shipping
Greece—			
Piraeus.....	Late November	<i>A Ship</i>	Empire Shipping
Hawaii—			
Honolulu.....		<i>A Ship</i>	Dingwall Cotts
Hong Kong.....	Late November	<i>Granville</i>	Balfour Guthrie
	Late November	<i>Roseville</i>	Balfour Guthrie
India—			
Bombay.....		<i>A Ship</i>	Dingwall Cotts
Italy—			
Genoa.....	Late November	<i>A Ship</i>	Empire Shipping
Mexico.....		<i>A Ship</i>	Gardner Johnson
Netherlands Indies.....		<i>A Ship</i>	Dingwall Cotts
Mediterranean—			
Central Area.....	December	<i>A Ship</i>	Empire Shipping
New Zealand—			
Auckland.....	November 27	<i>Samspring</i>	Canadian Australasian
Dunedin.....			
Auckland.....	November 27	<i>Wanganella</i>	Canadian Australasian
Palestine—			
Haifa.....	Late November	<i>A Ship</i>	Empire Shipping
Philippines—			
Cebu.....	Late November	<i>Granville</i>	Balfour Guthrie
Iloilo.....	Late November	<i>Roseville</i>	Balfour Guthrie
Singapore—		<i>A Ship</i>	Dingwall Cotts
South America—			
East Coast.....		<i>A Ship</i>	Balfour Guthrie

Departures from Vancouver—*Conc.*

Destination	Loading Date	Vessel	Operator or Agent
South Sea Islands—			
Papeete.....	November 30	<i>Waitemata</i>	Canadian Australasian
Rarotonga.....			
Sweden—		<i>A Ship</i>	Gardner Johnson
United Kingdom—			
Glasgow.....	Late December	<i>Parthenia</i>	Donaldson Line
Liverpool.....	Late December	<i>Parthenia</i>	Donaldson Line
London.....		<i>A Ship</i>	Furness Pacific
Uruguay—			
Montevideo.....	Late November	<i>Ringleader</i>	Balfour Guthrie
Montevideo.....	Late November	<i>Fisk Victory</i>	Balfour Guthrie
Venezuela—			
Puerto Cabello.....	Late November	<i>Ringleader</i>	Balfour Guthrie
Puerto Cabello.....	Late November	<i>Fisk Victory</i>	Balfour Guthrie
West Indies—			
Jamaica.....		<i>A Ship</i>	Canada Shipping
Trinidad.....	Late November	<i>Ringleader</i>	Balfour Guthrie
Trinidad.....	Late November	<i>Fisk Victory</i>	Balfour Guthrie

New Ships for Newfoundland Trade Built

St. John's, November 16, 1946 (FTS).—Provision has been made for the re-establishment of a regular passenger and freight service between Newfoundland and the United Kingdom. The 6,900-ton S.S. *Nova Scotia* was launched last week from the Tyneside yards of Vickers, Limited, for this service, and will be followed by the S.S. *Newfoundland*. Two other ships, which carried similar names, were launched respectively in 1926 and 1925. These ships will also operate between Boston, Halifax and St. John's, furnishing a regular service between Canada and this island.

This service, which is operated by Johnston Warren Lines, Limited, was inaugurated in 1885. The speed of the *Nova Scotia* will be sixteen knots. She will have cold storage accommodation of 60,000 cubic feet for the carriage of frozen fish and other refrigerated cargo, together with accommodation for 75 first-class and 80 tourist-class passengers.

Foreign Commercial Representatives

This directory of Commercial Representatives of Foreign Governments, presently in Canada, is introduced as an additional service to the commercial community. It is requested that any changes in the appointments or addresses be forwarded to the Editor, *Commercial Intelligence Journal*.

Argentina—Carlos M. Bracerós, Representative of the Argentine Government Trade Promotion Bureau, 1111 Beaver Hall Hill, Montreal. Telephone—MARquette 2811.

Australia—Clifton J. Carne, Commercial Attaché, Office of the High Commissioner for the Commonwealth of Australia, 114 Wellington Street, Ottawa. Telephone—3-8458.

Belgium—Maurice Heyne, Counsellor, Belgian Embassy, 3540 Mountain Street, Montreal. Telephone—HARbour 0129.

Louis Couvreur, First Secretary, Belgian Embassy, 395 Laurier Avenue East, Ottawa. Telephone—4-2060.

Brazil—Caio de Lima Cavalcanti, Commercial Counsellor, Brazilian Embassy, 140 Wellington Street, Ottawa. Telephone—5-1485.

A. G. de Miranda Netto, Commercial Attaché, Brazilian Embassy, 140 Wellington Street, Ottawa. Telephone—5-1485.

Chile—Carlos Crocharé, Second Secretary, Chilean Embassy, Room 215, 56 Sparks Street, Ottawa. Telephone—5-4402.

China—There is no commercial representative in Canada. All commercial matters are handled by the Chinese Embassy in Washington.

Cuba—His Excellency Dr. Mariano Brull, Minister, Cuban Legation, 499 Wilbrod Street, Ottawa. Telephone—5-6834.

Czechoslovakia—Dr. Karl Sakh, Counsellor and Chargé d'Affaires, 171 Clemow Avenue, Ottawa. Telephone—2-1545.

Denmark—Viggo Theisnielsen, Vice-Consul, Danish Legation, Room 812, Keefer Building, 1440 St. Catherine Street West, Montreal. Telephone—PLateau 2030.

San Domingo—Julio A. Ricart, Consul-General, 46 Delaware Avenue, Ottawa. Telephone—4-5655.

France—Bernard Lechartier, Commercial Counsellor and Financial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
Jacques Humbert, Commercial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
Gérard Dubois, Commercial Attaché, French Embassy, 610 St. James Street West, Montreal. Telephone—HArbour 2271.

Greece—Pami Malamaki, Commercial Counsellor, Greek Embassy, Suite 110, Chateau Laurier, Ottawa. Telephone—5-2255.

Haiti—Philippe Cantave, Consul-General, Room 308, 18 Rideau Street, Ottawa. Telephone—2-1272.

Ireland—John M. Conway, Official Secretary, Office of the High Commissioner for Ireland, 140 Wellington Street, Ottawa. Telephone—3-6281.

Italy—Pietro Migone, Second Assistant to the Representative of Italy (Personal rank of Vice-Consul), 384 Laurier Avenue East, Ottawa. Telephone—2-8761.

Mexico—Consul-General, Room 507, 1410 Stanley Street, Montreal. Telephone—LAncaster 2502.

Netherlands—E. L. Hechtermans, Commercial Secretary, Netherlands Legation, Suite 515, 56 Sparks Street, Ottawa. Telephone—2-4203.
A. S. Tuinman, Agricultural Attaché, Netherlands Legation, Suite 515, 56 Sparks Street, Ottawa. Telephone—2-4203.

New Zealand—J. A. Malcolm, Trade Commissioner, Office of the High Commissioner for New Zealand, 140 Wellington Street, Ottawa. Telephone—5-1443.
A. W. Broadbent, Assistant to the Trade Commissioner, 140 Wellington Street, Ottawa. Telephone—5-1443.

Norway—Knut Orre, First Secretary, Norwegian Legation, 1410 Stanley Street, Montreal. Telephone—PLateau 9785.

Peru—Francisco Pardo de Zela, Commercial Attaché, Peruvian Embassy, 36 Elgin Street, Ottawa. Telephone—5-7201.

Poland—T. Wiewiorowski, Commercial Attaché, Polish Legation, 183 Carling Avenue, Ottawa. Telephone—2-4076.

Sweden—Bo Jändstedt, Second Secretary, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.
C. H. Nauckhoff, Attaché, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.

Switzerland—Walter E. A. Jaeggi, Secretary, Swiss Legation, Room 252, Chateau Laurier, Ottawa. Telephone—2-5455.

Turkey—Rifki Zorlu, Counsellor, Turkish Legation, Room 560, Chateau Laurier, Ottawa. Telephone—3-4701.

Union of South Africa—Herbert Neethling, Official Secretary, Office of the High Commissioner for the Union of South Africa, 15 Sussex Street, Ottawa. Telephone—2-1771.

Union of Soviet Socialist Republics—N. I. Betin, Acting Commercial Counsellor, Soviet Embassy, 24 Blackburn Avenue, Ottawa. Telephone—5-1824.

United Kingdom of Great Britain and Northern Ireland—A. M. Wiseman, C.M.G., M.C., H.M. Senior Trade Commissioner in Canada, 56 Sparks Street, Ottawa. Telephone—3-8814

United States of America—Colonel Henry M. Bankhead, Counsellor for Economic Affairs, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Homer S. Fox, Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Meade T. Foster, Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Oliver B. North, Assistant Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Joseph L. Dougherty, Assistant Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Paul F. DuVivier, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Yugoslavia—Pero Cabrić, Chargé d'Affaires, 259 Daly Avenue, Ottawa. Telephone—5-4966.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in making shipments to countries outside the sterling area, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations Nov. 11	Nominal Quotations Nov. 18
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2455	.2445
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0227	.0227
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0541	.0541
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
China.....	Dollar	....	.0003	.0003
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2084	.2087
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupce	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3780	.3780
Netherlands East Indies.....	Florin	....	.3766	.3766
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2020	.2020
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2783	.2783
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0035	.0035
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5670).

Commodity Officers—

Foods—

Live stock and products, fish and products, H. A. Gilbert (2380).
Plants and products, G. F. Clingan (7523).
Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals—

Iron and steel products, E. L. Smith (4082).
Non-ferrous metals and non-metallic minerals, A. M. Tedford (6974).
Chemicals and allied products, S. G. Barkley (7886).
Machinery and industrial equipment, C. J. Gardner (4082).
Electrical machinery and equipment, A. S. MacRae (7601).
Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber—

Textiles and apparel, G. R. Poley and J. U. Curtis (3004).
Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper—

Wood and products, G. H. Rochester (6974).
Paper and products, E. Clarke and N. R. Chappell (6974).

General Products—

General products, W. H. Grant (3209).
Miscellaneous products, P. G. Jones (4160).
Durable consumer-goods, W. H. Grant (3209).

Token Shipments to U.K.—W. H. Black (5670).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417); Assistant Director, C. F. McGinnis (7163).

Raw Materials Section—Chief, C. F. McGinnis (7163); (Supply Research), A. C. Fairweather (6905), P. E. Jensen (6958), and M. C. Hughes (6958); (Trade Controls), W. G. Hopkins (6552).

Manufactured Goods Section—H. B. Scully and G. C. Clarke (6519).

Trade Services Directory—A. J. Langdon (6905).

Canadian Importers' Directory—Miss M. E. Adams (6552).

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5830).

Commercial Relations Division—Director, H. R. Kemp (5151); Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819).

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, Chief, S. L. Tilley (6588).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in thirty-three British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission, trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA (5091).

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—Excredcorp (2-4828).

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries (7818).

Canadian Trade Commissioners

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—

Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

E. H. MAGUIRE, Acting Commercial Secretary. Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).
Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgian Congo

L. H. AUSMAN, Hotel Regina, Leopoldville. Territory includes Kenya, Uganda, Tanganyika, Angola and French Equatorial Africa.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrópole, 7th Floor, Av. Presidente Wilson 165.

W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Caixa Postal 2164, Rio de Janeiro.

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building.

Territory includes Bolivia.

China

L. V. M. COSGRAVE, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523.
Territory includes Republic of Panama and the Canal Zone.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.

Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

R. CAMPBELL SMITH (Acting). Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland, Algeria, Morocco and Tunisia.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Greece

T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Queen Vassilissis Sophias Street, Athens.

Territory includes Turkey.

Guatemala

C. B. BIRKETT. Address for letters—P.O. Box 400, Guatemala City.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

C. R. GALLOW (Acting). Address for letters—P.O. Box 126.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

Ireland

E. L. McCOLL and H. L. E. PRIESTMAN, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—Casella Postale 475, Rome.

Territory includes Czechoslovakia, Malta, Yugoslavia, and Libya.

Canadian Trade Commissioners

Malayan Union

ARTHUR WILDING, Canadian Commercial Agent, Room D-2, Union Building, Singapore.

Territory includes Singapore, British North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 1660, Wellington.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands, and Gibraltar.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, and Nyasaland.

Cable address, Cantracom.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

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Commercial Intelligence Journal

Vol. LXXV

OTTAWA, NOVEMBER 30, 1946

No. 2235



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The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

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COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, NOVEMBER 30, 1946

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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COVER SUBJECT—Rubber, obtained in the form of latex by tapping trees grown in a large number of countries, was a leading Canadian import from Malaya before the war. Purchases of crude rubber in 1939 totalled 70,816,852 pounds, of which 58,966,035 pounds came directly from the Straits Settlements and 4,784,568 pounds from Ceylon. The operation, here illustrated in a Ceylon rubber plantation, involves the removal of bark with a sharp knife. Trading operations on the London Rubber Market were resumed on November 18, reference to which is made in this issue. The Canadian Commercial Agent in Singapore writes that nearly 80,000 tons of rubber were shipped from Malaya in August.

Canadian Credits Furnish Funds For Building Ships for China

Central Government of China will guarantee commitments of Ming Sung Industrial Company, Limited—Nine vessels to be constructed in this country and material provided for three tugs and forty lighters—Credit is \$12,750,000 and company contributes \$2,250,000 in cash.

By G. S. Hall, Asia Section, Foreign Trade Service

Canadian shipyards will be afforded an opportunity of building vessels for operation on the Yangtze Kiang, one of China's most important arterial waterways. Canada, through the Export Credits Insurance Act, has established a credit of \$12,750,000 in favour of the Ming Sung Industrial Company, Limited, whose commitments will be guaranteed by the Central Government of China.

The program provides for the construction of three vessels 285 feet in length, six smaller ships of 167 feet, material and machinery required for the erection of three tugs and forty lighters, and equipment for the company's fleet and its other interests, including narrow-gauge mining railway equipment. The ships will be built to specifications that will enable them to operate on the Yangtze. Powerful vessels of shallow draft, sturdy construction, good manoeuvrability and with a relatively high capacity for freight are required. It is necessary that these should be built of light scantlings. It was proposed, originally, to follow the company's time-proven policy of using coal-burning steamships, fuel for the fleet being obtained from its mines in the interior. However, consideration is now being given to the installation of Diesel engines in the craft to be built in this country.

Company Commenced Operations in 1925

The Ming Sung Industrial Company, which commenced operations in 1925 with one ship, was expanded until today it is the largest firm operating on the Yangtze, having a fleet of eighty-nine ships. Mention might be made of the fact that 1925 was far from being a satisfactory year in which to commence operations, for parlous financial conditions prevailed at that time in river transportation. Despite difficulties, the company has progressed, surviving periods of depression, civil strife and the Sino-Japanese War that in 1941 became one phase of the world conflict.

Coal Mines and Repair Yards Acquired

The company acquired its ships, for the most part, from other Chinese firms unable to continue operations. These vessels were maintained and serviced through the purchase of coal mines, engineering shops and yards in which to effect repairs. The company also engaged in salvage operations, and on a number of occasions raised its own vessels that had run ashore in the treacherous upper reaches of the Yangtze.

Vessels Sail Upper and Lower Reaches of Yangtze

The Ming Sung ships sail the upper and lower reaches of this great river, which is officially known as the Ch'ang Kiang or Ta Chiang, meaning the "long river" or the "great river". While it is known by Europeans as the Yangtze throughout its course, this term is reserved by the Chinese for the last three or four hundred miles, which extend through a region that



S.S. *Ming Beng*, one of the fleet of ships operated on Yangtze Kiang by the Ming Sung Industrial Company, Limited, and similar to vessels that will be built in Canada for operation on this great river.

was known in ancient times as "Yang". Progress was made in the face of strong foreign and domestic competition, and without the support of a firmly established coastal shipping organization, of which river traffic is normally an extension. The company emerged from the world war with a loss of fifteen ships, while others were damaged by bombs from Japanese aircraft.

China Depends on Water Transportation

China's recovery depends upon her ability to move vast quantities of goods required for the rehabilitation of the country's production facilities, and is in dire need of transport with which to carry agricultural and other products. As in the past, water transport will contribute materially to this recovery, and the Ming Sung Industrial Company is in a position to serve China, continuing its reputation as an efficient and progressive organization.

Three Great Rivers Drain Country

China, a land of rivers that have largely controlled the country, has a general pattern of drainage which is at once vast and relatively simple. From the immense mountain background, the great rivers flow at first rapidly and then wind slowly eastwards to the Yellow, East China and South China Seas. The fertile plains and land adjacent to these rivers, which support possibly nine-tenths of the population, have been created by the alluvium from the now denuded interior highlands. The three great rivers, which gather practically all of the country's drainage, are the Hwang Ho, Sikiang and the Yangtze. The latter, whose length is estimated at 3,000 miles, is the greatest arterial highway of them all, providing a wonderful network of waterways from the border of Tibet to the East China Sea. Its great navigable tributaries link the north and south areas to this central stream.

Yangtze Long Centre of Civilization

Though Chinese civilization originated in the basin of the Hwang Ho River, the Yangtze has for long been its centre. It was here that China developed its most characteristic expressions, and the river made possible more than any other geographical factor the growth and consolidation of the political and cultural entity of China. The Upper Yangtze commences at an elevation of some 16,000 feet on the high plateau of Tibet and extends to Pingshan, near Sui, at the entrance to the Red Basin of Szechwan, and 1,630 miles from the sea. Here, at an elevation of 800 feet, the river becomes navigable and commerce begins. Eastwards from Pingshan, several important and navigable tributaries, such as the Ming, Sui and Lu, join the Yangtze, while the Kailing makes its entrance to the main stream at the port of Chungking.

River Flows Through Treacherous Gorges

The Red Basin is enclosed by the Gorge Mountains, just above Wanhsien, and the river makes a turbulent passage through the I'chang Gorges, where the stream consists of a dozen major and numerous minor rapids, and the current often reaches fourteen knots. From I'chang, nearly 1,000 miles from the sea, the Yangtze enters its great central, or Hupeh, Basin, having a lake-studded alluvial expanse of lowlands. The river is joined by other major tributaries, the most important of which is the Han, entering at Hankow. It then becomes the renowned Ocean Highway.

Volume of Water Varies During Seasons

The volume of water flowing in the Yangtze varies greatly during the seasons, though lakes of the Hupeh Basin mitigate floods to some extent. From Hankow, the river is broad, and passes through intensely cultivated plains, which are subject to floods, finally reaching the delta. The point at which the delta begins is debatable, though this may be at Wuhu, inasmuch as the river is definitely tidal up to that city. It is also reasoned that the delta head is at Chinkiang, as the river originally discharged into the sea at that point. The shoreline of the delta, or more accurately the "filled-in bay", is still changing. The margin of the land is advancing at the expense of the sea, owing to the tremendous deposits brought down by the river, a process that has been assisted for many years by human effort.

Ocean Navigation for 600 miles to Hankow

The Yangtze is navigable by ocean-going vessels to Hankow, some 590 miles upstream, which has accommodation for ships 474 feet in length and drawing 28 feet at high water. During the period of low water, in winter, the larger ships have to complete loading at Shanghai or other ports lower down the river. The following table indicates the magnitude of the traffic at Hankow in 1937, which may be considered a normal year:

Port Traffic at Hankow

Nationality	Number of Ships	Gross Tonnage
Chinese	4,420	1,385,130
British	1,793	1,194,778
Japanese	601	443,952
United States	144	34,727
Others	67	82,002
Total	7,025	3,140,589

tain the free movement of traffic. Fluctuation of inches in some of the water levels in the channels would change the draft limit for ships, and cause a steamer's passage to be suspended or involve its discharge at a different river port. In addition to the limitation of draft during the low-water season, the movements of ships were restricted by their length.

Tribute Raised to Loyal Servants of Great River

Tribute to Captain Plant, known as the "Father of the Upper River", a small stone cairn overlooks the ever-moving waters of the Yangtze. Long after this has disappeared in dust, the memory of those intrepid characters who toiled without recognition to open and maintain power navigation on the Great River will be recalled by ships moving up and down the stream.

London Rubber Market Resumes Private Trading After War

Main world market formerly in England, as bulk of supplies originated in sterling area—Regulations issued by the Bank of England, including provision to curb undesirable financial transactions.

By A. E. Bryan, Commercial Counsellor for Canada

London, November 11, 1946.—Private trading on the London Rubber Market, which was halted during the period of hostilities, will be restored on November 18. Although this was the main market before the war, as most of the rubber forming the basis of transactions originated in the sterling area, the greater part of this commodity was consumed outside the United Kingdom. At the same time, sales in this country were distributed over many different industries. Rubber may be imported by Great Britain on private account, as from January 1, 1947, by which date the Board of Trade will have ceased to purchase this product.



Rubber stored in a warehouse at Singapore. Some 80,000 tons, valued at S\$80,240,246, were shipped from Malaya in August.

Supply Position Much Improved

These decisions have been taken as a result of the rapid improvement in the natural rubber supply position during the past few months, the quantity available in South East Asia having exceeded all expectations. Discussions have taken place between various government departments and the Rubber Trade Association of London, whereby provision might be made for the market to function effectively under exchange control conditions. It was also considered that undesirable speculative financial transactions under cover of the market should be curbed.

Regulations Issued by Bank of England

The rules of the association are being strengthened to provide for regular returns by its members to the Bank of England, and to enable the market to deal effectively with any undesirable situation drawn to their attention by the Bank. Regulations have now been issued by the Bank of England governing rubber trading on the London market. Some of the principles enunciated may form a precedent, and are therefore of particular interest.

Purchase in any part of World Permissible

Membership in the marketing organization is open to merchants, agents, traders and others having "continuing interest in the import and marketing of rubber", the Bank announcement explains. The Rubber Exchange's executive will be responsible for keeping itself well informed, and consult with the Bank of England on the marketing position. Market participants will be free to purchase rubber in any part of the world, and will be provided with an open licence for rubber import into the United Kingdom. Bankers of participants will be authorized to approve payments to non-residents in a manner appropriate to the country concerned for the purchase of rubber and for normal storage and handling charges, freight, commission and other expenses.

Exchange Control Affects Transactions

Purchases from another resident of the sterling area may only be settled in a sterling area currency to a resident account. If rubber, physically located in the sterling area, is owned by a non-resident, application must be made to the Bank of England for permission to pay for it. Sales to a buyer, resident anywhere in the sterling area, may be made without formality if the rubber is located in the sterling area at the time of sale, and is to be delivered in the sterling area. This also applies if the rubber, irrespective of its location, is to be delivered to the United Kingdom. Special procedure is required if the rubber is located outside the sterling area, and is to be delivered outside the United Kingdom or, irrespective of its location, is to be delivered outside the sterling area.

Licence Required for Exports from Sterling Area

Sales to a buyer outside the sterling area may be made without formality, and must be settled in sterling from a non-resident account, appropriate to the country of the buyer or in the currency of the buyer's own country, if that currency is acceptable according to export regulations of the United Kingdom. If the rubber is exported from the sterling area, a normal export licence is required. Participants may operate or arbitrate outside the sterling area, but not for account of any other resident of the sterling area. No objections will be raised to non-residents operating on the London market, and the bankers of participants will be authorized to pay differences due from their customers to such non-residents.

Malaya Ships Relatively Small Amount of Rubber to Canada

Great Britain and the United States purchased large quantities of this commodity during August—Exports for month were 79,391 tons, valued at S\$80,240,246—Much interest in decision of U.S.A. to buy 200,000 tons during balance of year.

By Arthur Wilding, Canadian Commercial Agent

(One Straits Dollar equals 47 Cents)

Singapore, November 11, 1946.—Singapore and Malayan rubber circles were much interested in the announcement that the United States would buy up to 200,000 tons of rubber from Malaya before the end of this year, as a result of negotiations in Washington. The price of 20¼ cents (US), f.o.b. Eastern Ports, is equivalent to 42·6 cents (Straits), and represents a reduction of 3½ cents (US) or 7 cents (Straits) per pound from that payable previously by the United States. It was expected that the full quantity would be forthcoming, and that its removal would pave the way for restoration of a free market in Singapore in 1947.

Canadian Purchases Valued at S\$3,825,000

Statistics pertaining to external trade are now being issued for Malaya as a whole, whereas they were formerly prepared separately for Singapore and Malaya. According to recent figures, rubber comprises more than half the value of August exports from Malaya. During that month, 79,391 tons of rubber, valued at \$80,240,246 (Straits), were shipped from Singapore and the Malayan Union to Great Britain, the United States and eleven other countries. Purchases by Canada amounted to \$3,825,000 (Straits). The total includes rubber, valued at nearly \$15,000,000 (Straits), received from Sumatra, Sarawak, Burma, Dutch Borneo and neighbouring islands.

Exports of rubber in August, by destination, were as follows: United Kingdom, S\$33,812,837; United States, S\$32,526,025; Canada, S\$3,825,000; South Africa, S\$3,500,000; Australia, S\$2,000,000; Hong Kong, S\$2,000,000; and Argentina, Chile, China, Denmark, Finland, New Zealand and Sweden, S\$2,576,384.

Retention of Heavy Export Tax Resented

S. B. Palmer, president of the United Planters Association of Malaya, issued a warning at a meeting of the Malayan Union Advisory Council, held on October 10, that many estates would have to close down unless the government was prepared to reduce rents and taxation immediately. He made reference to the retention of a four-cent per pound tax on exports, as compared with 1·49 cents before the war, and pressed for a return to a sliding scale. This tax applies only to exports from the Malayan Union, and not from Singapore.

Export Licences are Limited

The Registrar of Imports and Exports at Singapore announced on October 11 that he could only issue export licences to individual shippers nominated by the rubber directorate of the Board of Trade, in London, when making reference to fourth-quarter allocations of rubber for export to countries other than the United Kingdom and the United States.

Basic Newfoundland Industries Operating at Full Capacity

Unemployment absent, except among longshoremen—Herring fisheries particularly active, furnish returns of \$3,000,000—Pulp and paper mill production estimated at 440,000 tons—Surplus of revenue over expenditure, and total surplus now \$32,000,000—Secondary industries active.

By J. C. Britten, Canadian Trade Commissioner

St. John's, November 21, 1946.—Demand for the basic products of Newfoundland continues strong, and available supplies are being sold at high prices. The primary industries have been operating on full-time schedules throughout the current calendar year, and a high level of employment has been attained. With the exception of that among longshoremen in St. John's, there is practically no unemployment. In fact, there is a shortage of workers for operations in the woods. Some difficulty has been experienced in placing veterans who have completed vocational training courses, due mainly to the lack of building materials, electrical equipment and steel manufactures, which has curtailed construction and the output of secondary industries. Fish production is slightly higher than in 1945, while pulp and paper production has increased. Iron ore shipments have been made regularly to the United Kingdom, and in recent weeks to the steel plant at Sydney, N.S. Retail and wholesale trading, despite shortages, has been slightly higher during the first ten months of 1946, as compared with the corresponding period last year.

Rise in Cost of Living Causes Concern

The continued rise in living costs is causing much concern, and further advances may easily offset the appreciable gains achieved during recent years in the general economic position. Newfoundland is dependent upon other countries for a large proportion of her foodstuffs and other essentials. Rising prices in Canada and the United States, her principal sources of supply, are reflected immediately in the retail and wholesale price structure. The problem is further aggravated by the imposition of substantial ad valorem duties on most commodities imported, as it is from this source that Newfoundland's revenue is mainly derived. If, as is expected, there are further increases in prices, the inflationary tendencies at present apparent will become increasingly difficult to cope with. This particular aspect of Newfoundland's economy overshadows all other considerations at the moment and is being carefully studied by representatives of the government, trade and labour.

Output of Frozen Fillets Expanding

The codfishery, while poor in certain areas, particularly Labrador, has been carried on at about the same level as during the preceding year. Dried-cod production at the end of September was 609,791 quintals (of 112 pounds) as compared with 601,309 quintals for the same period in 1945. Of the 1946 catch to date, 362,872 quintals have been forthcoming from the inshore fishery, the deep-sea fishery yielding 114,522 quintals and the Labrador fishery 132,397 quintals.

The production of frozen fish during August totalled 4,578,666 pounds, cod fillets accounting for 4,465,321 pounds. Frozen-fillet production in Newfoundland has expanded rapidly in recent years, the 1945 output exceeding 30,000,000 pounds; and the figure for this year is likely to be higher. There are now fifteen quick-freeezing plants in operation in the country, affording seasonal employment to 2,000 persons, with a capital investment of approximately \$4,000,000 and a potential output of 600,000 pounds per hour.

Herring Fishery Active

The herring fishery was very successful during 1946, returns from the catch exceeding \$3,000,000. The UNRRA pack was completed around the middle of August. To date there has been no announcement of possible future contracts of a similar nature, and Newfoundland herring packers may be competing in the open market in 1947. This phase of Newfoundland's fisheries has been particularly active during the past few years. Frozen-salmon exports in 1946 to date are valued at \$457,397, as compared with \$391,766 for 1945.

The lobster catch during the current year has also brought greater returns than that of the previous year. Common cod-oil exports for the first seven months of 1946 are placed at \$165,161 as compared with \$274,-314 for the fiscal year 1945.

Sales Contract for Pickled Mackerel

Of considerable interest to the fishing industry has been the announcement of the signing of the contract between the Food Control Administration of Jamaica and the Newfoundland Fisheries Board to supply 2,400,000 pounds of pickled mackerel. The prices agreed upon were 8 cents per pound for large and medium and $7\frac{3}{4}$ cents per pound for small fish, Canadian funds, f.o.b. St. John's and other export points. The recent decision of OPA authorizing an increase from 2 to 4 cents per pound in United States retail ceiling prices for codfish from Canada and Newfoundland should also benefit Newfoundland shippers.

Pulp and Paper Production Increased

Newfoundland's two pulp and paper mills have been operating at capacity throughout 1946, and it is estimated that total production for the year will be about 440,000 tons. This is an increase over 1945 of 40,000 tons. Plans for the construction of additions to the plant at Corner Brook are now well under way. The principal feature will be the addition of a paper-making unit to the five already in use. The machine will require a special building, and the total cost has been placed at \$7,000,000. It is reported that the total productive capacity of the mill for the next twelve years has been sold under contract.

Iron Ore Shipments Resumed

There has been increased activity in the iron ore mines at Bell Island in recent weeks, with the resumption of shipments to Sydney, N.S. Ore has been moving forward regularly to the United Kingdom and, according to a recent announcement, a contract for the supply of 750,000 tons of iron ore annually to the United Kingdom over the next five years had been concluded. Iron ore production at the end of September, 1946, amounted to 931,000 tons, which compares with 968,000 tons for the twelve months

of 1945. Shipments to the United Kingdom, as of October 1, 1946, totalled 487,000 tons, exports to Canada in the same period being 169,000 tons. Employment at the iron ore mines has now reached peak levels.

Production of lead, zinc and copper concentrates for the first nine months of 1946 were somewhat below the figures for the comparable period of the preceding year. Output of copper concentrates at the end of September amounted to 12,100 tons; lead concentrates, 28,000 tons; and zinc concentrates, 70,000 tons. Fluorspar output from one plant at the end of September was 12,000 tons, as compared with 20,000 tons for the 1945 period.

Revenue and Expenditure Higher

Government revenue for the period April to September amounted to \$20,968,651, as compared with \$18,768,812 for the same period in the 1945-46 fiscal year. Expenditure for the same six months of the fiscal year amounted to \$16,929,010, an increase from \$13,607,927 for the same period in the previous fiscal year. There was a surplus of revenue over expenditure of more than four million dollars, which brings the country's total surplus to approximately 32 million dollars. In the first eight months of 1946, the total of new deposit accounts in the Newfoundland savings bank was \$1,806,966 as compared with \$1,583,786 for the corresponding period of 1945.

Many Products in Short Supply

Shortages have developed in the case of certain essential foodstuffs, such as molasses, sugar, barrelled beef and dried beans, but they are usually of short duration, and, in general, there has been an ample supply of foodstuffs available. Men's apparel and textiles of all types have been coming forward at irregular intervals, and stocks of these items are low. Plumbing and heating appliances, electrical fixtures and fittings, and building materials have been, and still are, difficult to obtain. The smaller electrical appliances have been in good supply, and regular shipments of washing machines, refrigerators and electric stoves have come forward from time to time.

There has been an acute shortage of iron and steel products, which has affected building, construction and also local industries. Taking all the supply factors into consideration, the volume of sales for the first ten months of the current calendar year must be regarded as very satisfactory, and most of the larger retail and wholesale establishments report slight increases over the same period in 1945, due mainly to the higher prices which have prevailed. Most essentials are still in good demand, and there is also a large backlog of orders to be filled as soon as goods become available.

Secondary Industries Small but Active

Newfoundland's secondary industries are concentrated mainly in St. John's and its vicinity. These are not large undertakings, but nevertheless they provide regular employment for a number of workers. The articles manufactured include men's clothing, underwear, biscuits, confectionery, aerated waters, cordage and nets, beer, nails, castings, stoves and ranges, paint, oiled clothing, woodwork, tobacco and cigarettes, furniture, ice cream, margarine, suitcases, bedding, drugs, cans, blankets, marine engines, bricks and concrete blocks. The entire production is sold in the domestic market and in most cases must be supplemented by imports in order to meet demand. The operations of most of the plants have been curtailed to some

extent in recent months owing to shortages which have developed in supplying countries. The nail foundries, to cite one instance, have closed down, while marine engine production has been adversely affected by a shortage of parts.

Some of the commodities produced, notably margarine, cordage and nets, blankets, paints and boots and shoes, are of high standard. One factory manufacturing footwear produces one hundred and twenty different lines, their output ranging from 500 to 600 pairs daily, and plans are under way to increase production to 1,000 pairs daily at the beginning of 1947. The number of secondary industries has been increasing gradually, and it is probable that further expansion will take place when raw materials are in freer supply.

International Agencies Influence Distribution of Canadian Food

Respective functions and positions of Combined Food Board (CFB), International Emergency Food Council (IEFC), Food and Agricultural Organization (FAO) and United Nations Relief and Rehabilitation Administration (UNRRA) briefly outlined.

By H. A. Gilbert, Chief, Foods Section, Export Division, Foreign Trade Service

(Editor's Note—The author of this article, who is chief of the Foods Section in the Foreign Trade Service, accompanied the Canadian delegation to the conference of FAO in Copenhagen last September.)

International food agencies have an important influence on the sale and distribution of Canadian farm and fish products. The Combined Food Board (CFB), whose membership comprise Canada, Great Britain and the United States, was established in 1942, with headquarters in Washington. Its purpose was to plan the allocation of food and ancillary materials from producing countries not under the domination of Axis Powers. Since the United Nations had control of the sea lanes, it was possible to plan the distribution of food most effectively as a contribution to final victory. It could be distributed among members of the United Nations and withheld from their enemies. As the war approached its end and victory came in sight, the magnitude and urgency of the distribution problem was enhanced as nation after nation was delivered from the yoke of its enemies. Liberated countries pressed for a voice in the sole existing international agency established for the purpose of planning the distribution of food throughout the world.

IEFC Established Last May

Recommendations for the establishment of an International Emergency Food Council (IEFC) were drafted at a special meeting in Washington of the Food and Agricultural Organization (FAO), held in May, 1946, to consider urgent world food problems. Proposals were made concerning the functions, duration, membership, organization, rules of procedure, the responsibilities of members and the relationship of the IEFC to FAO to the United Nations Relief and Rehabilitation Administration (UNRRA). Nineteen of the twenty-one nations invited to accept membership in the IEFC accepted the recommendations submitted at a meeting of the CFB

on June 20, 1946. The U.S.S.R. was absent from the meeting, although she had received an invitation and the Argentine representative was unable to accept membership, having received no instructions from his government. This meeting of the CFB became the first of the IEFC.

The function of the IEFC is to consider, investigate and formulate plans for the supply and distribution throughout the world of food, agricultural materials from which food is derived and of ancillary food materials. It is required to make recommendations to member governments with respect to any such questions. The council is to work in collaboration with members of the United Nations and other international organizations for the best utilization of their food resources during the present emergency.

IEFC Due to Expire Next Year

It is proposed that the IEFC should continue in effect until the end of December, 1947, subject to reconsideration of its termination at an earlier date if the supply situation should become easier. Membership is open to any country of the world, whether a member of the United Nations or not, so long as it satisfies conditions of membership and accepts the terms of reference. Each member is required to furnish full information regarding the availability and utilization of supplies, and the relevant conditions governing their disposal and utilization. Each is also required to implement all recommendations which it has accepted, seeking special national action when necessary.

Fourteen Commodity Committees Function

Seventeen commodity committees were created to submit recommendations concerning the procurement, international distribution and short-term adjustments in the production of the commodities concerned. This number has been reduced to fourteen. The Reserved Commodity List, which comprises items under allocation by the IEFC, has been under constant surveillance. As the supply situation improved, items have been deleted. This list now includes the following food and agricultural materials:

Animal Feeding Stuffs—Oil cakes and meals (all types), mixed feed.

Argols and Tartaric Acid—Argols, wine lees, tartaric acid, cream of tartar and all other crude and refined tartrates.

Cereals—Rice, whole and broken and all edible rice products, including rice starch and flour.

Cocoa—Cocoa beans, cocoa butter, unsweetened chocolate couverture.

Fats and Oils—All fats and oils (edible and non-edible, including shortening and margarine), all oil-bearing seeds, soap.

Fertilizers—Nitrogenous, phosphatic (including rock) and potassic.

Fish—Salted cod, haddock, hake, cusk, pollock, saithe and ling, canned fish other than luxury types.

Meat—Fresh, frozen, pickled, salted, smoked, canned and dehydrated meat (excluding fresh and frozen poultry, rabbits and venison).

Pulses—Dry beans, peas, lentils.

Seeds—Red clover, white clover, alsike clover, crimson clover, spring vetch and perennial ryegrass.

Soap—This is covered under fats and oils, above.

Sugar—Sugar (raw and refined), molasses.

Tea—Tea.

Cereals—Wheat and wheat flour, barley, oats, rye, corn, grain sorghums. (These are not properly under IEFC allocation, but the supply position is closely watched and shipping programs are prepared from month to month.)

Canadian Trade Influenced by Allocations

Canada, as a member of the IEFC, has accepted the responsibility of controlling her trade to conform with recommendations of the commodity committees of the Council to which she has given agreement. By the medium of export and import permits, issued by the Department of Trade and Commerce, Canada's trade in food and ancillary materials in the groups listed above is restricted to those countries in whose favour allocations have been made by the IEFC for Canada, as an exporting and importing country.

UNRRA Established in 1943

UNRRA was established by international agreement in the latter half of 1943 for the purpose of distributing food to the ravaged areas of Europe, when they should be wholly cleared of German forces and had gained their freedom. It was also required to assist impoverished peoples in these areas in self-rehabilitation by supplying them with the necessary materials for producing their own food and rebuilding their industries.

Contributions to UNRRA total \$3·2 Billions

The forty-four members of UNRRA have contributed \$3·2 billions to furnish supplies, of which \$1·2 billions were earmarked for foodstuffs. Relief for the people of China was also planned. With the improvement in shipping and distribution facilities in recent months, it is expected that rice and wheat may be made available for this vast population, who are unable to grow or to pay for their own food.

By arrangement with the CFB and, later, with the IEFC, officials of UNRRA's food division attend commodity committee meetings, in order to place before them the requirements of UNRRA, and to advise concerning these needs. Thus, when the total exportable surplus of producer countries is being allocated to various destinations, an international agreement can be reached on the produce that can be made available to UNRRA.

UNRRA Expires at End of Year

It has been decided that aid to UNRRA shall cease on December 31, 1946, and that the flow of relief supplies in the pipe lines shall be stopped by the end of March, 1947, even though it is recognized that many countries now receiving assistance normally import a part of their food requirements and lack foreign exchange with which to make purchases. This was one of the problems considered by FAO at its recent conference in Copenhagen.

FAO is Permanent Organization

Unlike UNRRA and IEFC, the Food and Agricultural Organization is permanent. Provision was made in the charter of the United Nations for the establishment of permanent bodies to regulate such widely diversified matters as food, health, security, trade and tariffs. FAO was the first of these organizations to be created, when representatives of thirty-seven nations met at Quebec City in October, 1945, to sign its constitution. Its purpose is to raise the levels of nutrition and standards of living throughout

the world, to secure improvements in the production and distribution of all food and agricultural products and to better the conditions of rural peoples, thus contributing toward an expanding world economy.

FAO Functions in an Advisory Capacity

It is proposed that this organization should bring the findings of science to those employed in agriculture, the fisheries and forestry, and to place the practical problems of these workers before the scientists. FAO will also assemble, digest and interpret information, as a basis for the formulation of policy—national and international. Since FAO is only an advisory body, and has no administrative function, its aims can be achieved only through the governments of its member nations.

Main Provisions of World Food Board

Sir John Boyd Orr, Director-General of FAO, presented to the Copenhagen Conference last September his suggestions for achieving the objectives of FAO. His World Food Board proposal, the functions of which were outlined by him as follows, were considered at the conference:

(a) To stabilize prices of agricultural commodities on the world markets, including provision of the necessary funds for stabilizing operations.

(b) To establish a world food reserve, adequate for any emergency that might arise through failure of crops in any part of the world.

(c) To provide funds for financing the disposal of surplus agricultural products on special terms to countries where the need for them is most urgent.

(d) To co-operate with organizations concerned with international credits for industrial and agricultural development, and with trade and commodity policy, in order that their common ends might be more quickly and effectively achieved.

Though in agreement with these proposals, members of the conference considered that further study and investigation were essential. Accordingly, a preparatory commission was formed to examine these recommendations, and to consider alternate schemes through which the same objectives might be attained.

Countries Continue in Need of Relief

FAO decided to bring the subject of UNRRA to the attention of the Economic and Social Council of the United Nations, as it was acknowledged that relief was still required and a serious problem was presented by the forthcoming discontinuance of UNRRA. Until international agreements can be arranged, countries that require food imports and lack sufficient foreign exchange for its purchase face three alternatives. They may accept outright gifts of foodstuffs, arrange credits with producer countries, or agree to barter commodities they are in a position to export for necessary imports.

Food Board's Future Being Considered

Although restrictions have been imposed on Canada's exports and imports, insofar as the allocation of certain commodities to UNRRA is concerned, these will be lifted after the end of this year. The IEFEC will continue to rely on the good faith of its members, who will be required to carry out its decisions on food allocations during the life of the organization. This

expires at the end of 1947. FAO has no direct effect at present on Canada's trade in food. It has an indirect influence on this situation, however, in that IEFC relies to a certain extent on FAO for information on the food position throughout the world, when making allocations. While it is difficult to portray the future, it is the opinion of many delegates at the FAO Conference that a sincere attempt will be made to achieve its objectives. This will undoubtedly influence Canada's trade in food, as well as the international situation, though the extent will be known only after the preparatory commission, presently sitting in Washington, has submitted its report to the Director-General of FAO.

Cotton, Silk and Rayon Feature Japanese Exports This Year

Board of Trade estimates total shipments of all commodities for second half of current year at nine billion yen and imports at ten billion yen—Favourable balance predicted for next year.

Tokio, October 8, 1946.—(FTS)—Japanese exports during the second half of the current calendar year are estimated at nine billion yen in value, and imports during the same period at ten billion yen. This information was furnished by the Board of Trade (BOEKI CHO) to the Committee for the Trade Fund Special Account Law (BOEKI SHIKIN TIKUBETSU KAIKEIHO IINKAI) meeting on October 2 in the House of Representatives. It was also estimated that exports in 1947 would have a value of nearly twenty-four billion yen, and that imports during the twelve-month period would aggregate nearly nineteen billion yen. The excess of exports over imports next year is expected to have a value of 5.1 billion yen. The imports and exports, by commodities, during the periods under review are as follows:

Japanese Imports, by Commodities

	July-December 1946	January-December 1947 (Thousand Yen)
Staple food	2,198,039	3,817,716
Raw material for fibre industry ...	1,844,587	4,416,031
Raw cotton	1,390,400	2,620,800
Wool	420,030	1,750,005
Automobiles and accessories	1,630,190	1,203,778
Minerals—metals	1,233,094	1,599,392
Steel	595,000	444,500
Foodstuffs and fats	854,082	1,972,689
Soy beans	143,220	284,900
Salt	167,240	327,450
Sugar	262,859	460,384
Oil and fats	97,490	375,866
Fertilizer	653,083	2,524,704
Phosphorous rock	140,700	290,500
Ammonium sulphate	122,535	419,342
Petroleum	509,329	1,346,793
Paints and chemicals	300,415	514,697
Dyes	118,355	137,696
Coal	254,400	448,320
Fodder	76,703	358,704
Toilet and fancy goods, leather, rubber, etc.	131,336	351,575
Lumber and shavings	114,944	80,275
Medicines	10,595	311,321
Agricultural chemical medicines	5,088	6,278
Total	10,013,993	18,852,274

Japanese Exports, by Commodities

	July-December 1946	January-December 1947 (Thousand Yen)
Machines and implements	645,872	2,124,462
Coal	158,400	147,000
Metals	94,672	328,340
Raw silk and silkworm egg cards	1,293,000	2,017,500
Silk, rayon thread and cloth	2,003,775	2,829,687
Cotton thread and cloth	2,428,415	3,792,668
Woollen yarn and blankets	136,016	635,998
Hemp and hemp products	25,022	281,306
Miscellaneous textiles	430,775	5,595,213
Paper	52,336	133,296
Lumber	14,721	274,009
Pottery	83,956	401,064
Glass products	10,592	334,360
Leather goods	12,000	146,688
Rubber and rubber products	9,104	407,784
Celluloid products	105,090	246,976
Chemicals	102,007	119,134
Medicines	131,312	456,078
Farm, marine and livestock products .	496,013	883,527
Industrial Act products	280,472	670,485
Miscellaneous goods	522,027	2,122,563
Total	9,035,577	23,948,098

Exports to British West Indies Four Times Prewar Average

*Bermuda, British Guiana, British Honduras and B.W.I.
bought Canadian commodities valued at \$48.8 millions
in first ten months of current calendar year—Ship-
ments to India ten times prewar level—Exports to
United States \$30 millions higher in October.*

By D. H. Fullerton, Research and Development, Dominion Bureau of Statistics

Flour is featured among Canadian exports to Bermuda, British Guiana, British Honduras and the British West Indies during the first ten months of the current calendar year, comprising over twenty per cent of the total value of shipments. The value of all exports to this area during the period under review is four times that in the corresponding ten months of 1939, indicating the extent to which this market has developed for Canadian commodities, despite the fact that shipping facilities hardly compare with those prevailing before the war.

Market for Manufactured Products

Other foodstuffs, such as meat, fish, condensed milk and butter, are important items on the list of products made available to the British colonies fronting on the Caribbean. A favourable market has also been created for a wide variety of manufactured articles, of which the most important in dollar value are shoes, cotton fabrics, tobacco, beer and wood products. The distribution of exports in this area during the first ten months of 1946, 1945 and 1939 is indicated in the following table. Figures pertaining to the Bahamas, Leeward Islands and Windward Islands are listed under "Other British West Indies", as it is not yet possible to differentiate between returns for these three groups.

Canadian Exports to Caribbean Colonies

	Jan.-Oct. 1946	Jan.-Oct. 1945	Jan.-Oct. 1939
Bermuda	\$ 2,946,063	\$ 1,979,231	\$ 1,095,570
Barbados	5,120,084	3,830,369	1,250,206
British Guiana	5,889,340	5,353,213	1,140,148
British Honduras	937,810	751,770	182,429
Jamaica	11,933,003	11,912,433	3,531,045
Trinidad	15,336,622	13,794,485	3,012,467
Other B.W.I.	6,637,454	5,357,442	1,332,753
Total	\$48,800,376	\$42,978,943	\$11,544,618

Total Exports 265 per cent Prewar Figure

Exports of Canadian commodities for the first ten months of 1946 aggregated \$1,868,094,082, which represents a decrease of \$877,000,000 from those of the comparable period of 1945. This drop can be attributed to a decline of over \$1,000,000,000 in shipments of munitions and other war supplies. The total for 1946 exceeds the 1935-1939 average for the corresponding ten-month period by \$1,164,000,000, representing an increase of 265 per cent over the prewar figures.

Heavy Shipments Made to India

India is another favourable market for Canadian commodities, as indicated by the fact that Canadian exports to that country during the first ten months of this year were valued at \$43,000,000, which figure is ten times that for the full year average, 1937-1939. The principal commodities shipped this year were wheat, railway cars and locomotives, aluminum, automobile and truck parts, newsprint and dried vegetables. The high content of war goods in the 1945 figures which are much higher, invalidates any comparison with that year.

South Africa Buys Largely in Canada

Canada is also finding ready sales for her products in South Africa, exports during the period under review having a value of \$54,000,000. These included a wide variety of items, ranging from such primary products as wheat, planks and boards, to semi-manufactured goods such as flour and newsprint. Material shipments of manufactured items, such as automobiles, trucks and parts, artificial silk clothing and railway cars, have also been made.

October Exports Show Material Increase

Canada's exports in October were valued at \$204,150,019, which is approximately \$44,000,000 greater than those for the month of September. Shipments to the United States aggregated \$99,000,000, nearly \$30,000,000 higher than in the preceding month. Wheat, barley, woodpulp, pulpwood and newsprint were featured among the commodities that registered the largest increases.

Wheat Shipped Through United States

Wheat shipments to the United States, exceeding \$13,000,000 in value, require some explanation. The bulk of this wheat was destined for overseas consumption. In the absence of definite information concerning its ultimate destination, it was of necessity classed as an export to the United States. When further details become available, appropriate adjustments to the geographical distribution will be made.

Canadian Exports, by Countries

	October 1945	October 1946	January-October 1945	January-October 1946
British Empire				
United Kingdom	\$ 56,320,970	\$ 47,664,852	\$ 844,471,728	\$ 480,261,296
Ireland (Eire)	2,106,227	1,021,599	12,944,364	5,162,237
Aden	9,929	18,855	150,697	249,641
Africa—				
British East	840,695	99,071	3,609,831	1,661,527
British South	2,975,560	5,520,723	26,352,558	53,888,093
Southern Rhodesia ...	232,045	137,231	1,831,447	2,586,278
British West—				
Gambia	1,561	2,606	29,060	58,829
Gold Coast	70,282	101,466	813,608	727,835
Nigeria	22,428	118,924	277,040	682,405
Sierra Leone	38,600	55,238	328,030	389,727
Other Brit. W. Africa	.....	.....	21	.....
Bermuda	254,038	258,081	1,979,231	2,946,063
British East Indies—				
British India	10,709,522	4,161,173	284,031,646	43,434,534
Burma	28,046	60	108,084	437,399
Ceylon	2,236,376	46,776	7,593,927	1,517,288
Straits Settlements ...	4,535	249,918	4,535	2,416,657
Other Brit. E. Indies	.....	1,267	.....	50,077
British Guiana	683,891	666,691	5,353,213	5,889,340
British Honduras	96,346	61,409	751,770	937,810
British Sudan	5,173	395	87,352	488,338
British West Indies—				
Barbados	510,060	510,773	3,830,369	5,120,084
Jamaica	1,510,154	1,396,131	11,912,433	11,933,003
Trinidad and Tobago..	1,910,132	1,566,179	13,794,485	15,336,622
Other Brit. W. Indies.	774,435	776,041	5,357,442	6,637,454
Falkland Islands .....	.....	.....	7,894	1,572
Gibraltar	10,152	35,191	527,466	332,927
Hong Kong .....	.....	85,570	.....	3,845,826
Malta	420,330	540,543	4,426,688	4,104,665
Newfoundland	3,458,188	3,385,737	33,650,777	30,532,379
Palestine	160,132	63,097	1,653,088	2,596,867
South Pacific—				
Australia	2,475,586	2,372,587	26,208,745	28,881,648
Fiji	51,335	53,739	176,408	316,984
New Zealand	3,092,876	620,306	15,985,684	11,744,816
Other British Oceania.	3,786	1,698	63,107	18,179
Total British Empire....	\$ 91,013,390	\$ 71,593,927	\$ 1,308,312,728	\$ 725,188,400
Foreign Countries				
Abyssinia	960	19	5,227	20,799
Afghanistan	4,159	.....	4,707	1,421
Albania	79,500	204	311,968	121,487
Argentina	604,881	1,190,167	4,466,598	9,530,607
Austria .....	.....	678,208	.....	3,631,944
Belgium	4,355,385	2,471,686	22,791,953	57,375,276
Belgian Congo	113,818	105,957	748,866	1,026,105
Bolivia	32,476	16,361	246,059	444,462
Brazil	986,452	1,701,156	11,917,390	16,447,491
Bulgaria .....	.....	4,074	.....	7,456
Chile	281,590	307,009	2,005,891	2,905,107
China	1,004,906	5,632,211	1,425,580	35,080,784
Colombia	528,839	264,155	3,969,645	6,827,339
Costa Rica	22,273	8,701	424,879	800,976
Cuba	515,791	507,421	3,799,353	4,442,173
Czechoslovakia	175,594	112,771	3,799,314	9,310,374
Denmark	62,937	117,226	72,430	1,081,797
Greenland	10,894	.....	801,047	72,600
Ecuador	43,491	64,748	289,586	658,760
Egypt	1,559,283	725,842	34,227,806	10,449,258
Finland .....	.....	47,046	.....	374,066
France	7,135,704	5,078,948	55,086,585	59,950,164
French Africa	806,082	46,708	15,540,037	8,709,053
French East Indies...	.....	3,501	60	227,079
French Guiana	2,330	262	44,963	174,695
French Oceania	5,762	9,031	113,050	79,478
French West Indies...	110,715	120,254	322,282	992,215
Madagascar	5,737	127	27,561	204,577
St. Pierre and Miquelon	120,860	91,877	592,118	668,156
Germany	178,495	75,902	1,214,707	6,096,206
Greece	3,487,449	1,333,493	21,668,592	9,237,633

Canadian Exports, by Countries—*Concluded*

	October 1945	October 1946	January-October 1945	January-October 1946
Foreign Countries— <i>Con.</i>				
Guatemala	26,752	25,800	313,847	810,755
Haiti (Republic of)	37,003	110,534	495,827	969,681
Honduras	1,797	4,439	155,954	494,338
Hungary .....	....	331,580	....	613,720
Iceland	193,961	160,981	3,498,799	2,828,890
Iraq (Mesopotamia) ...	65,614	262,183	3,420,965	2,654,021
Italy	627,319	102,204	88,525,233	17,946,801
Tripoli	1,313	....	18,857	....
Italian Africa, other..	....	....	6,470	2,643
Japan .....	....	86,780	....	577,119
Liberia	9,379	2,559	75,516	65,731
Lithuania .....	....	....	....	16
Mexico	658,515	736,514	6,520,412	8,374,062
Morocco	1,264,688	17,121	7,419,269	1,063,074
Netherlands	6,910,083	1,700,727	25,486,274	27,093,202
Netherlands E. Indies.	203,138	319,947	363,360	5,361,170
Netherlands Guiana ..	12,259	40,292	158,257	441,068
Netherlands W. Indies	42,320	40,777	625,494	1,140,028
Nicaragua	35,000	41,715	266,804	302,236
Norway	976,258	1,645,899	5,739,691	16,106,849
Panama	122,813	17,132	755,015	1,190,396
Paraguay	4,039	10,261	36,068	81,587
Persia	45,658	13,120	1,669,518	383,138
Peru	1,199,361	591,609	3,577,428	2,623,656
Philippine Islands	721,379	74,741	1,653,917	4,442,620
Poland and Danzig	431,832	1,912,053	6,177,609	19,854,321
Portugal	137,562	204,746	1,829,812	2,377,157
Azores and Madeira...	4,327	9,721	18,453	60,351
Portuguese Africa.....	18,284	140,263	769,924	1,416,726
Portuguese Asia.....	....	....	3,082	23,674
Roumania .....	....	84	....	446
Russia (U.S.S.R.)	7,114,515	369,914	53,061,362	17,105,474
Salvador	14,001	2,503	305,232	401,269
San Domingo	76,156	76,199	557,861	1,020,956
Siam .....	....	12,336	....	45,030
Spain .....	....	262,175	725,950	587,580
Canary Islands.....	....	7,200	....	333,399
Sweden	1,028,241	341,941	2,893,892	6,908,828
Switzerland	2,050,152	1,051,690	9,834,461	6,291,586
Syria	24,734	1,912	588,778	196,784
Turkey	110,638	4,265	634,095	1,340,495
United States	88,438,319	99,085,507	1,006,815,121	714,845,118
Alaska	26,412	32,012	196,011	222,993
Am. Virgin Islands ...	2,076	3,148	15,517	91,124
Guam .....	....	....	4,598	4,531
Hawaii	196,925	318	3,231,183	2,428,869
Puerto Rico.....	145,907	224,047	1,848,359	2,492,989
Uruguay	144,324	238,604	1,399,047	1,662,910
Venezuela	315,357	548,636	3,193,543	9,189,268
Yugoslavia	1,213,154	974,838	5,749,330	11,487,465
Total Foreign Countries	\$ 136,887,928	\$ 132,556,092	\$1,436,554,449	\$1,142,905,682
Total Exports, Canadian Produce...	\$ 227,901,318	\$ 204,150,019	\$2,744,867,177	\$1,868,094,082

(More detailed information concerning Canada's external trade may be secured from publications obtainable from the Dominion Bureau of Statistics, Ottawa.)

Building Active In Palestine

Building activity in Palestine has been stimulated by a statement of the Chief Secretary, in an interview with the press, that military authorities would not requisition newly built premises in the future, and by the steady inflow of building materials. New building authorized during the first five months of this year was 274,000 square metres, according to the July issue of Barclays Bank Review, compared with 179,000 square metres in the corresponding period last year.

Relaxation of Exchange Controls In Caribbean Stimulates Trade

Canadian dollars available on a limited scale for purchase of items formerly on prohibited list—Funds accruing from Canadian loan to France available to French possessions.

By T. G. Major, Canadian Trade Commissioner

Port of Spain, Trinidad, November 7, 1946.—Despite supply and shipping difficulties and continued restrictions on Canadian exchange, the Guianas and islands of the Eastern Caribbean substantially increased their imports from Canada during the first nine months of 1946, according to figures reproduced in the November 2 issue of the *Commercial Intelligence Journal*. Comprising a group of colonies and territories under British, Dutch, French and United States sovereignty, with a total population of less than two millions, exports to these destinations from Canada reached a total of approximately \$29·5 millions during the first nine months of 1946. This compares with about \$23·7 millions during the corresponding period of 1945. Although precise data are not available, this is estimated to represent some 35 per cent of the imports from all sources.

Bulk of Exports Taken by British Colonies

Of the total of \$29·5 millions, goods valued at about \$28 millions were shipped to the British colonies; Trinidad taking \$13·7 millions, British Guiana \$5·2 millions, Barbados \$4·6 millions, and the Leewards and Windwards about \$4·4 millions. French Guiana and the French West Indies took just over a million dollars worth of goods, Dutch Guiana bought commodities valued at \$400,000 and the remainder went to the American Virgin Islands. The increased shipments to the British Colonies amounted to roughly 20 per cent more than in the January-September period last year, and represent not only higher costs but a much wider range of commodities, mainly non-foodstuffs.

Exchange Controls Moderately Relaxed

The latter trend is a result of moderate relaxation of import controls, permitting the use of Canadian dollars on a limited basis for many items formerly on the prohibited list. In the French territories, funds accruing from the Canadian loan to France have been made available, in order to meet partially the tremendous backlog of demand, which developed during the war years. There also has been a measure of exchange control relaxation in Dutch Guiana. In the American Virgin Islands the revival of the tourist trade has increased the demand for imported goods of all kinds.

Delivery Quotas on Wheat Removed

Wheat producers have marketed 201,000,000 bushels of the current crop, as at November 15, 1946, and there were 86,500,000 bushels in country elevators on that date. In announcing on November 19 that all delivery quotas on wheat had been removed, the Hon. James A. MacKinnon, Minister of Trade and Commerce, indicated that all wheat marketed during the present crop year would be required to meet the urgent export demands for wheat and flour.

Rehabilitation of Czechoslovakia Concern of Canadian Traders

Credit of \$19,000,000 provides for renewal of prewar commercial relations—Financial situation in republic is reviewed—Single currency now in circulation—Two million Germans expelled—Properties of former enemies confiscated by state.

By Yves Lamontagne, Commercial Secretary, Canadian Embassy

(Fifty Korunas equal One Dollar)

(Editor's Note—This is the first of three articles on the present economic situation in Czechoslovakia. Agriculture, industry, foreign trade, the Two-Year Plan and sources of information will be discussed in forthcoming issues of the *Commercial Intelligence Journal*.)

Paris, November 8, 1946—Czechoslovakia and its immediate requirements should attract the attention of Canadian exporters, especially by reason of the fact that a credit of \$19,000,000 has been granted by Canada to that country. Commodities shipped to Czechoslovakia before the war consisted mainly of copper, aluminum, wheat, rubber tires, calf hides, canned fish and furs, whereas Canada purchased from that country hops and a wide variety of manufactured articles.

Country Highly Industrialized

Czechoslovakia, which is a highly industrialized country, is rich in coal and other minerals, as well as lumber. A large area is agricultural. As a result, Czechoslovakia is mainly an importer of such raw materials as its industries cannot secure within the country itself. It also imports foodstuffs, such as bread grains, which the country is short of, as well as products from tropical and semi-tropical countries. Before the war, its principal exports were iron and steel products, glass and glassware, sugar, textiles, earthenware, lumber, paper and coal.

Secured Independence in 1918

Formerly a part of the Austro-Hungarian Monarchy, Czechoslovakia declared its independence in 1918. Its area covered about 54,000 square miles, or approximately that of the Maritime Provinces. The census, taken in 1930, returned a total population of 14,729,536, of which 7,014,560 were in Bohemia, 3,501,690 in Moravia and Silesia, 3,254,190 in Slovakia, and 709,130 in Sub-Carpathian Russia. The latter district was recently ceded to Soviet Russia, with which Czechoslovakia now has a common frontier.

Bohemia is Fertile Province

Bohemia is a very fertile province, possessing considerable mineral and forest wealth, and many industries. Besides the capital, Prague, the main industrial centres in Bohemia are Pilsen, with its large steel works (Skoda) and breweries; Liberic (Reichenberg), in Northern Bohemia, with its textile and glass manufactures; Jablonec, near Reichenberg, which specializes in certain types of glassware. Usti and Podmokly-Decin are also important industrial towns. The coal mined in Bohemia is chiefly lignite.

Farming and Forestry Featured in Slovakia

In Slovakia, the principal manufacturing centre is Bratislava, on the Danube. Kosice, in eastern Slovakia, is also an important industrial town. Agriculture is highly developed in this province, and cereals are important crops. The mineral wealth of Slovakia has been only partly exploited, and agriculture and lumbering are the chief occupations of its inhabitants. Moravia, to the east of Bohemia, is a hilly province, heavily wooded and possessing deposits of hard coal and iron ore, which extend into Silesia. Brunn (Brno) is the chief distributing centre.

Invasion Started in March, 1939

In September, 1938, Hitler demanded the cession of the Sudeten districts of Czechoslovakia, most of the inhabitants of which were of German origin. The four-power conference, which met at Munich, approved this request on the understanding that no further demands for territory would be made. Austria, however, was annexed shortly afterwards, and on March 14, 1939, Nazi troops invaded Czechoslovakia, which was proclaimed a protectorate of the Reich under the names Bohemia and Moravia. Hitler completely detached Slovakia from the Czech and Moravian provinces. While dominating the latter, he created for the first time in centuries an autonomous Slovakia, whose inhabitants are mainly agricultural, which was allowed to go its own way, with little German interference.

Relatively Little Destruction Caused

Except in a few centres in Moravia, which the retreating Germans tried to defend against the Russians in 1944, relatively little destruction was caused in Czechoslovakia during the war. About 10 or 15 per cent of the industrial plants in Czechoslovakia were damaged or destroyed by Allied bombings, sabotage or neglect. Industrial production, which had fallen to about 30 per cent of the prewar level in August, 1945, is now about two-thirds normal, while agricultural production is at about 75 per cent of normal. These results have been achieved with old machinery and equipment and a reduced labour force, most of the German population having been forcibly expelled from the country.

Communist Party Secured Victory

In the Czech countries, (Bohemia and Moravia), the elections last May resulted in a victory for the Communist Party, which gained nearly 40 per cent of the votes. It has been said of the Czech communists that they are far from being real communists, and that they have inherited most of Central Europe's socialist traditions. The result is that they are trying to find a middle way between "bourgeoisie" and pauperism, which will result in the leadership of a kind of leftist middle-class rule. In Bohemia, nationalization of industry has been accepted by practically all parties in a number of branches of industry. In Slovakia, the political situation differs from that of the Czech provinces. Whereas, in the latter, all parties are leftist, in the former the democratic party secured two-thirds of the votes. In Slovakia, therefore, the ideas of socialization, which are being applied in the Czech territories, may be said to fall on deaf ears. It may be noted, in this connection, that the agreements signed in April, 1946, between the Czechs and Slovaks granted to Slovakia a large measure of autonomy. Efforts are being made to develop industry in this province.

Single Currency Adopted in October, 1945

During the German occupation, four currencies were in legal circulation in Czechoslovakia: the Czech and Slovakian crowns, the occupation mark and the reichsmark. The banknote circulation had risen to 120,000 million crowns in 1945, compared with 6,950 million crowns in 1932. After 1943, the country's productive capacity was considerably reduced as a result of Allied aerial bombardment, and in 1945 the budget deficit was estimated at from 50 to 60 billion crowns, while the internal debt amounted to 100 billion crowns. It became imperative to halt inflation at all costs and to adopt a single currency. Under a decree passed on October 19, 1945, a new unit, the koruna, was adopted, and the rate of exchange was fixed at 50 korunas per U.S. dollar. The new currency was backed by a gold reserve of 1,517 billion crowns. As from November 1, the old banknotes and coins were called in and wages were paid in the new currency. As a result of the measures adopted, banknote circulation dropped from 120 to 35 billion crowns. The ordinary budget for 1946, the first normal budget, leaves a deficit of only 7.5 billion korunas, expenditures totalling 39 billion korunas. The liquidation of the war entails an expenditure of about 25 billion korunas, which will be covered by loans.

Interest and Sinking Fund Payments Resumed

The republic of Czechoslovakia and the city of Prague recently reached agreements with the Foreign Bondholders Protective Council, Inc., and the British Council of Foreign Bondholders, on plans to resume interest and sinking fund payments on their outstanding external bonds. Czechoslovakia has in the past distinguished itself by the excellent management of its public finances and the severity of its monetary policy. The resumption of the service of the debt and the conversion of its foreign loan reflect the improvement in Czechoslovakia's financial situation.

Wages and Prices Increased

After having taken steps to bring about internal financial stability, the government proceeded to effect a readjustment in wages and prices. The latter were, as from December 10, 1945, fixed at a level of about 300 per cent in relation to 1939. Wage increases were also granted on a rising scale, the average increase being slightly higher than the rise in the cost of living. The official index of wholesale prices rose from 266 in January, 1946, to 280 in July (basis 100 in March, 1939). Non-ferrous metal prices have increased considerably since the beginning of 1946. The following prices were in effect as from July 1 (per 100 kilos): electrolytic copper, 1,880 korunas, up 39 per cent; zinc, 1,250 korunas, up 35 per cent; lead, 1,450 korunas, up 75 per cent.

Two Million Germans Transferred

In 1939, Czechoslovakia's population included 3,500,000 Germans, the majority of whom are being forcibly expelled under the Potsdam agreements. More than 2,000,000 Germans have already left Czechoslovakia, and by the end of 1946 the movement will have been practically completed. A number of Germans will be allowed to remain, however, including those with a good record, and specialists in various trades. The expulsion of the Germans will be severely felt in a number of local basic industries, such as glass, Jablonec wares, textiles, and instruments of various kinds. As an illustration of this, in 1938, there were 55,000 persons employed in the glass industries, of whom 30,000 were Germans. The reduction in the

number of workers will have to be compensated for by the modernization of equipment and the concentration of production. The emigration of the German and Hungarian elements will reduce the total population to between 11,000,000 and 12,000,000 inhabitants.

More Industrial Workers Required

Whereas the number of workers employed in Czech industries in 1937 averaged about 1,220,000, they numbered only 873,000 at the beginning of August, 1946. Measures are being taken to increase the number of industrial workers. Persons now in the public services or in other trades, who were formerly engaged in industry, or in agriculture, will be pressed to resume their former occupations.

In order to step up production, a two-year plan is to be instituted, beginning January 1, 1947, the main objects being to increase the labour force and the output of coal, and to surpass by 10 per cent the 1938 production levels by the end of 1948.

Nationalization Program Introduced

Under a series of presidential decrees, passed on October 24, 1945, the Czechoslovakian mining and electrical enterprises, banks, insurance companies and a large number of industries have been nationalized. The industrial establishments so affected include steel companies with over 300 employees, the chemical industries, porcelain factories employing over 150 persons, brick-making plants with over 200 employees, paper mills with over 300 employees, yarn manufacturers with over 400 employees and textile fabric manufacturers employing over 500 persons. The progressive application of these measures has not yet come to an end.

Enemy Property Confiscated

The presidential decrees were preceded by an introductory section, in which it was explained that the Germans, collectively or individually, had taken over a large number of Czech companies. It was also pointed out that, as it was practically impossible, after liberation, to hand back these enemy properties to the capitalists, confiscation seemed the only solution. Enemy property, therefore, constitutes the basis of the new state, under a socialist regime which, it would seem, aims at remaining democratic.

Percentage of Nationalization Indicated

On June 1, 1946, 67 per cent of the sugar factories had been nationalized, 12 per cent of the flour mills, 99.5 per cent of the iron and steel plants, 71 per cent of the metallurgical plants, 16 per cent of the sawmills, 41 per cent of the paper mills, 71 per cent of the chemical industries, 44 per cent of the textile mills and 4.5 per cent of the building industries.

Private Industry Unrestricted

The industries nationalized employ about 60 per cent of the total number of persons engaged in industry. This horizontal concentration is expected to result in better management, better distribution of the raw materials available, improved specialization of labour and better planning in production and sale. There are no restrictions on private industry, apart from those imposed in the general interest. Otherwise, the non-nationalized industries enjoy complete liberty in their activities and can demonstrate the advantages of private initiative.

Commercial Notes

Canada Awarded Large Shipbuilding Contract by France

Six Canadian shipyards have received contracts for the construction of thirteen freighters and 140 barges for delivery to the French Government, arrangements having been completed through the Canadian Commercial Corporation. This program involves an expenditure of \$35,732,825 in Canada. Yards to which contracts have been awarded are: Canadian Vickers, Limited, Montreal; Davie Shipbuilding and Repairing Company, Limited, Levis, Quebec; Marine Industries, Sorel, Quebec; Canadian Shipbuilding and Engineering Company, Limited, Collingwood, Ont.; Dominion Bridge Company, Limited, Montreal; and the Victoria Machinery Depot Company, Limited, Victoria, B.C.

Contracts call for completion of eight cargo ships and all the barges by the end of the 1947 St. Lawrence season of navigation, and of five freighters by the end of 1948.

West Coast Lumber Quotas Unchanged

Export quotas for west coast lumber during the first half of next year will be unchanged from those in effect during 1946. Of the total production in that area, 35 per cent must be made available to the domestic market and 35 per cent to the United Kingdom. The balance may be exported to any country at the discretion of the shipper. The lumber situation will be reviewed early next year before quotas for the last half of 1947 are set.

Dollars Made Available for Exports to Norway

Arrangements have been concluded recently under which certain funds accruing to the Norwegian Government in Canada have been made available to private importers in Norway. Regulations of the Foreign Exchange Control Board have been amended so as to permit the acceptance of Canadian dollars for Canadian goods exported to Norway, provided that such payments come from the account of a resident of Norway.

Under the board's regulations, payment for exports to countries outside the sterling area must ordinarily be obtained in U.S. dollars and, since no special authority is being issued to collectors of customs in connection with this change, exporters who have received payment, or who expect to receive payment for exports to Norway in Canadian dollars, should submit the relative export entry Forms B.13-B to their banks for approval on behalf of the board before shipment.

Chinese Delegation to Visit Britain and U.S.A.

Shanghai, November 16, 1946.—(FTS)—China is sending a thirty-man delegation to Great Britain and the United States to study industrial and commercial developments. The prime purpose is to secure information that will assist in the reconstruction program, though an effort will be made to establish connections that should result in an increase in trade. The delegation, which is expected to leave during the latter part of November, will be headed by Dr. C. T. Wang, former Minister of Foreign Affairs and later Ambassador to the United States, and by Dr. W. W. Yen, also a former Minister of Foreign Affairs and Chinese Ambassador to Russia. The delegation will include a number of technical experts, and the cost will be shared by Chinese commercial magnates.

Winter Navigation Opened at Saint John

Saint John, N.B., November 23.—Winter navigation was officially inaugurated with the arrival to-day of the Canadian Pacific cargo liner *Beaverglen* from London. The Lieutenant-Governor of New Brunswick, Hon. D. L. MacLaren, and Mayor J. D. McKenna, of Saint John, welcomed Captain J. P. Dobson and his crew. Cargo aboard this ship included 600 cases of rum, consigned to Fredrieton, N.B., three prize dogs and ten cases of chinchilla rabbits, en route to Western Canada. Tons of toys for the Christmas trade arrived in this ship, together with aluminum ware, dry goods, steel office furniture, stencil papers and bottle caps.

The *Beaverglen*, which was originally scheduled to sail from Montreal on November 24, will clear Saint John the end of next week with some 11,000 tons of freight for the United Kingdom.

Canada Furnishes Food for Alaska

Canadian assistance has been sought in meeting a serious food shortage in Alaska, occasioned by the maritime strike in the United States. Arrangements were made for the provision of eggs, poultry, fresh fruit, vegetables, some seventeen tons of beef and a quantity of flour, which are being distributed among residents of that northern territory.

Specified "In-Transit" Commodities Released From Import Control

United States amends regulations governing shipment of items through its ports, such as oils, spices, lead and alloys, effective October 28, 1946—Further concessions considered.

Commodities, additional to those listed in the November 2, 1946, issue of the *Commercial Intelligence Journal*, have been removed from import control when in transit through the United States. Effective October 28, 1946, in-transit shipments of the following foodstuffs will be cleared through the United States Customs without authorization numbers: Pepper, nutmeg, mace, argols, tartaric acid, guano, olive oil, edible and inedible ouricury oil and ouricury nuts and kernels. Only sixty food items now remain under control.

The United States has removed controls on the importation of the following non-food items: Lead, bullion or base bullion, pigs and bars, reclaimed, scrap, dressed and unspecified lead items except antimonial babbitt metal and solder, unspecified alloys and combinations of lead in chief value of lead, unspecified alloys and combinations of lead not in chief value of lead, type metal and antimonial lead, manila or abaca fibre (except T grade tow), manila or abaca tow (T grade only).

U.S. Considers Further Decontrol

The United States Department of Agriculture is continuing to review its import controls, as the world supply of other commodities improves. Changes will be considered in line with recommendations of the International Emergency Food Council. This organization recommends the allocation of exportable surpluses of commodities in short world supply to areas having the most urgent food requirements.

Trade and Tariff Regulations

China Requires Certain Import Licences

Shanghai, November 19, 1946 (FTS).—Under revised temporary foreign trade regulations, a licence is now required for the importation into China of all goods in excess of \$50. Licences will be issued for goods on order, providing letters of credit were opened before November 17. Wheat, flour, timber, coal, metals, paper and chemicals are among the goods which can be imported only under quota. Exports of goods from China are not affected by the revised regulations.

(Editor's Note—The above information, received by cable, will be supplemented by additional details arriving by air mail.)

U.K. Admits Certain Fruits and Vegetables

London, November 20, 1946 (FTS).—The British Board of Trade has announced an open general licence for the importation from any country during the period October 31 to December 31, 1946, of: Glacé and crystallized fruits other than drained (glacé) cherries; crystallized flowers; glacé, crystallized and drained angelica; and marrons glacés.

An open general licence has also been announced, with effect from November 1, for the importation from any country of certain fresh fruit and vegetables (not including quick frozen, dried, preserved or dehydrated fruit and vegetables, nor dates, herbs, nuts, seeds, grain or dried pulses). The licence does not apply to apples, bananas, grapefruit, lemons, sweet oranges (other than mandarines, tangerines and clementines), bitter oranges, grapes (except from certain European and North African countries), nor to beetroot, carrots (other than new), green onions, parsnips, potatoes, swedes, turnips (other than new early), brussels sprouts, broccoli, cabbages, cauliflowers and leeks. Onions (dry bulb) are admissible under the open general licence only if imported during the period November 15 to August 15, and effective periods are fixed also for green beans, new carrots, lettuce, endive, batavia, chicory, green peas, radishes, rhubarb, tomatoes, and new early turnips.

Australian Import Regulations Amended

Sydney, N.S.W., October 15, 1946 (FTS).—The following amendments to the Australian Customs (Import Licensing) regulations, have been announced: The products of non-sterling countries listed below, which were previously on the prohibited import list, have now been placed under the administrative control of the Import Licensing Branch of the Australian Department of Trade and Customs: Cocoa butter for the manufacture of chocolate, wheat germ oil, lithopone, including cadmium lithopone; rennet in tablet form, liquid removers of paints and varnish, red oxide, titanium dioxide and titanium white, paints and colours ground in liquid, n.e.i., paints and colours prepared for use, and colours ground in plasticizing media other than drying oils.

Trading May be Resumed with Danzig and Zara

Trading may be resumed with persons residing in Danzig, on the Baltic, and in Zara, on the Adriatic, effective October 15, 1946, permission to this effect having been granted by the Secretary of State of Canada. Any person who engages in such trade shall not be deemed to be trading with the enemy, but they are advised that difficulties may be encountered, owing to the shortage of shipping and foreign exchange and due to communication problems.

This permission shall apply only to transactions entered into after October 15, and any property which shall have been vested in the Secretary of State, acting in his capacity as Custodian of Enemy Property, shall continue to be so vested.

India Decontrols Export of Many Articles

The Indian Government has decontrolled a large range of articles, in pursuance of its policy to relax control over exports. These comprise arms, ammunition and military stores, certain chemicals and chemical preparations, glass substitute, cameras and certain electrical materials of indigenous manufacture, razors, roofing felts and associated joining materials, woollen manufactures, excluding woollen tweed and yarn, surgical and veterinary instruments, apparatus and appliances, molybdenum and its ore, certain varieties of small tools of indigenous manufacture, certain varieties of rubber manufacture, abrasives of indigenous manufacture, agar agar, articles made wholly or mainly of plastic materials, bakelite, manufactures of pig bristles, fireclay, tiles and bricks, cigarettes, coffee, cutlery, diamonds, precious and semi-precious stones and pearls, certain varieties of drugs and medicines, porcelainware, glass and glassware except glass bottles of crown cork pattern, horns and hooves, gramophones, lamps and parts thereof, excluding hurricane lamps, essential oils, leather manufactures (other than footwear), requisites for games and sports, certain items of toilet requisites and cinnamon.

The Indian export policy is under constant review, and other articles will be added to the free list as soon as supply conditions permit. Interested Canadian importers may obtain further particulars on application to the Import Division, Foreign Trade Service.

Accurate Documentation Is Required

Difficulties have been caused by failure of Canadian exporters to comply fully with the requirements of importing countries with respect to shipping documents. In some countries, particularly Latin America, heavy fines or other penalties are imposed if the consular invoice, certificate of origin, or other required document is lacking, improperly completed or is not furnished within a prescribed time limit.

Canadian exporters, before making a shipment abroad, should inform themselves of the requirements of the importing country and prepare documents in accordance with the regulations. Any instructions given by the customer abroad should, of course, be strictly followed. Details of the regulations in force in other countries may be obtained from the Foreign Tariffs Branch, Department of Trade and Commerce, Ottawa. Consular officials of the respective countries will also assist, particularly in cases where documents require legalization, and should be consulted whenever possible.

When making inquiries regarding documentation requirements, exporters should, as far as possible, confine their requests to the specific country or countries for which they have shipments in prospect, as such requests can be dealt with more completely and more promptly than those for information about a large group of countries.

Mail Facilities Denied to Nail Varnish

Nail varnish and nail varnish remover are denied the facilities of His Majesty's mails, effective December 1, 1946. This action has been taken by the Post Office Department, due to the highly inflammable nature of these articles.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Calgary—Board of Trade.

Edmonton—Can. Manufacturers' Association.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Kelowna—Board of Trade.

Montreal—Montreal Board of Trade.

Quebec City—Board of Trade.

Saint John—Board of Trade.

Toronto—Can. Manufacturers' Association.

Vancouver—Can. Manufacturers' Association.

Victoria—Dept. of Trade and Industry.

Winnipeg—Can. Manufacturers' Association.

Paul Sykes, of Ottawa, formerly Canadian Trade Commissioner in Bombay, has been appointed Canadian Trade Commissioner in Singapore. His territory will include the Malayan Union, British North Borneo, Brunei, Sarawak, Siam and Netherlands India. He resumed his Canadian tour in Toronto on November 4, and will proceed to his new post on its conclusion.

His itinerary is as follows—

Paul Sykes

(Appointed Trade Commissioner at Singapore)

Kelowna—November 30.

Edmonton—December 17.

Vancouver—December 2-14.

Section Chiefs Appointed in Export Division

Chiefs of commodity sections in the Export Division, Foreign Trade Service, have been appointed to facilitate the administration of this division. The officers concerned will continue to handle details concerning the commodities for which they are presently responsible, but will assume additional duties connected with their new positions in the department. The appointments are as follows:—

Chief of Foods Section—H. A. Gilbert.

Chief of Machinery, Metals and Chemicals Section—C. J. Gardner.

Chief of Textiles, Leather and Rubber Section—G. R. Poley.

Chief of Wood and Paper Section—G. H. Rochester.

Chief of General Products Section—W. H. Grant.

Dr. W. C. Hopper Joins Foreign Trade Service

Wilbert Clayton Hopper, of Ottawa, has been appointed Canadian Trade Commissioner (Agricultural Specialist), and will devote his attention to the activities of agricultural specialists in countries where Canada is seeking markets for her farm products. He will be engaged more particularly in the economic field, rather than in actual trade promotion. Dr. Hopper will make a special study of agricultural problems in foreign lands, interpreting these for the benefit of Canadian producers. He will also report on crop conditions for the Dominion Bureau of Statistics.

The new trade commissioner, who secured his M.S. and Ph.D. degrees at Cornell University, was born in Chelsea, Quebec, in 1894, being educated at the Ottawa Collegiate Institute and the University of Toronto, from which he received a B.S.A. degree. He served for a short period on the Cornell University staff, as an extension professor in marketing, and in 1934 was appointed senior economist with the United States Department of Agriculture, in Washington. Later, in Ottawa, he held permanent appointments in the Department of Agriculture, as Chief of the Division of Marketing, Secretary of the Dominion Marketing Board, and as principal economist in the Economics Division.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

131. **France**—J. E. Witteried, 42 rue de L'Echiquier, Paris (10), has expressed interest in representing any Canadian firm engaged in or contemplating the shipment of meat, canned products, grain, fats, oils or other foodstuffs. File 23751.
132. **Portugal**—Serrao de Faria & Cia., Rua Nova do Almada, 36-3° Dt°, Lisbon, is desirous of purchasing for their own account and acting as agent for a Canadian manufacturer of ready mix for pastries and biscuits. File T.E. 133.
133. **South Africa**—Hancock & Rubin (Pty) Limited, 55 Loop Street, Cape Town, an old established firm of confectionery wholesalers, with two large retail stores in the Cape Town area, are interested in purchasing candy of all types, particularly boxed chocolates, chocolate bars, and hard candy. File Number: TE-134.
134. **Newfoundland**—Steers, Limited, one of the leading commercial firms in Newfoundland, is interested in representing a Canadian manufacturer of small marine engines. Complete information concerning this inquiry may be obtained from the Foreign Trade Service, Department of Trade and Commerce, Ottawa. File No. T.E. 126.
135. **Scotland**—Fraser, Gordon & Company, Limited, 54 Miller Street, Glasgow, C.I., is interested in acquiring agencies for almost any products. They are particularly interested in fresh fruits, such as apples, pears, etc., canned fruits and vegetables, and other groceries.

Use of Air Mail Urged for Eastern Caribbean

Port of Spain, Trinidad, November 15, 1946 (FTS)—Canadian business firms are urged to forward important correspondence by air mail to destinations in the Eastern Caribbean, in preference to surface transport, which involves a delay of from four to six weeks. Letters for the following destinations should be forwarded by air mail: Antigua, *Montserrat, St. Kitts, Nevis, *British Virgin Islands, *Dominica, St. Lucia, *St. Vincent, Grenada, Barbados, Trinidad and Tobago, British Guiana, Dutch Guiana, French Guiana, *Martinique, *Guadeloupe and the American Virgin Islands. (Destinations marked with an asterisk have no direct air connections, though the use of air mail will greatly expedite the delivery of letters.)

Purebred Canadian Holsteins Are Bought by Argentine Breeders

Record consignment of seventy-three head, valued at \$100,000, will assist in improving strain of herds in that country—Top price was \$14,000.

Canadian purebred Holsteins were shipped recently to Argentina, where they will assist in improving the strain of herds in that country, long recognized as a producer of fine livestock and one of the foremost sources of the world's meat supply. Seventy-three head, valued at \$100,000, were selected by two visitors from Argentina, Guillermo Bullrich, of Buenos Aires, and Dr. Hector Astengo, of Rosaria, who spent six weeks in Ontario. During their tour of the province, they visited many leading breeders and attended a number of the principal Holstein shows. Sr. Bullrich is manager of "La Martona", largest dairy farm in the world, having a herd of some 30,000 head, while Dr. Astengo owns thousands of beef cattle and has recently displayed interest in Holsteins. This is claimed to be a record shipment.

Top price was paid for "Spring Farm Lochinvar", purchased for \$14,000. The cattle were consigned to four Argentine breeders, three bulls and thirteen heifers having been shipped to the Astengo estancia, while five bulls and thirty-one heifers are destined for that of Adolfo Bullrich & Company, Limited, Buenos Aires. One bull and three heifers were bought for Estancias La Martona, Buenos Aires, and one bull and five heifers for Torcuato Di Tella, Buenos Aires.

Canadian Firms May Buy German "Reparation" Equipment

Canadian firms may purchase German machine tools, chemical plant, laboratory and other equipment valued at 1,250,000 reichmarks, or approximately \$450,000. Under a new plan for the disposal of materials from damaged war factories in the British occupied zone of Germany, equipment valued at 75,000,000 reichmarks is being made available to member nations of the Inter-Allied Reparation Agency. Each nation may request equipment to the approximate value of its category "B" percentage share of the total, Canada's proportion amounting to 1.5 per cent, or about \$450,000. The first list of requirements should be placed by countries concerned with the Agency by December 9, and the second list submitted by January 23.

No provision is made for the inspection of equipment. Requirements should be set forth, therefore, in specific and technical terms. After each list has been received, the commander of the British zone will offer each government the requested equipment available, quoting the price. The government concerned may then accept or reject the offer.

Canadian firms interested in purchasing equipment should forward their requests to G. D. Mallory, Director, Industrial Development Division, Department of Trade and Commerce, Ottawa. Requests received by December 5 will be placed on the first list, those arriving between then and January 21 being placed on the second list.

Canadian Commercial Corporation Moves

The Canadian Commercial Corporation offices are now located in No. 2 Temporary Building, 70 Lyon Street, Ottawa, having been transferred from 227 Laurier Avenue West, effective November 25, 1946. The Post Office box number and telephone numbers are unchanged.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operators, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steam rthat will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Halifax

Destination	Loading Date	Vessel	Operator or Agent
Africa-South—			
Cape Town.....	December 10 January 15	<i>Cumberland County</i> <i>A Ship</i>	Montreal Shipping
Port Elizabeth.....			Montreal Shipping
East London.....			
Durban.....			
Belgium—			
Antwerp.....	December 21-22	<i>Beckenharn</i>	Cunard White Star
Cuba—			
Santiago.....	Nov. 30-Dec. 3	<i>Dufferin Park</i>	Pickford & Black
Santiago.....	December 23-28	<i>Oakmount Park</i>	Pickford & Black
Holland—			
Rotterdam.....	December 21-22	<i>Beckenharn</i>	Cunard White Star
Amsterdam.....			
Mexico—			
Vera Cruz.....	January 2-5	<i>Lansdowne Park</i>	Canadian National
Newfoundland—			
St. John's.....	December 5-10	<i>Blue Peter II</i>	Montreal Shipping
United Kingdom—			
Glasgow.....	December 9-11	<i>Norwegian</i>	Donaldson Atlantic
Hull.....	December 9-10	<i>Consuelo</i>	McLean Kennedy
Liverpool.....	December 12	<i>Bayano</i>	Cunard White Star
Liverpool.....	December 19	<i>Valacia</i>	Cunard White Star
Liverpool.....	December 21	<i>Samaria</i>	Cunard White Star
Liverpool.....	December 23	<i>Cavina</i>	Cunard White Star
Liverpool.....	December 24	<i>Pacific Enterprise</i>	Furness Withy
London.....	December 23	<i>Fort Spokane</i>	Cunard White Star
London.....	December 30	<i>Port Melbourne</i>	Cunard White Star
West Indies—			
Antigua.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Antigua.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Antigua.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Antigua.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Antigua.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Barbados.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Barbados.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Barbados.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Barbados.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Barbados.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Barbados.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Bermuda.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Bermuda.....	December 10-14	<i>Canadian Observer</i>	Canadian National
Bermuda.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Bermuda.....	December 19-24	<i>Cartier Park</i>	Canadian National
Bermuda.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Bermuda.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Bermuda.....	January 2-5	<i>Lorne Park</i>	Canadian National
British Guiana.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
British Guiana.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
British Guiana.....	December 18-23	<i>Sutherland Park</i>	Canadian National
British Guiana.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
British Guiana.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
British Guiana.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Dominica.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Grenada.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Grenada.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Grenada.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Grenada.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Grenada.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Jamaica.....	December 2-7	<i>Dufferin Park</i>	Pickford & Black
Jamaica.....	December 10-14	<i>Canadian Observer</i>	Canadian National
Jamaica.....	December 19-24	<i>Cartier Park</i>	Canadian National
Jamaica.....	December 23-27	<i>Oakmount Park</i>	Pickford & Black
Jamaica.....	January 2-5	<i>Lorne Park</i>	Canadian National
Jamaica.....	January 20-24	<i>Dufferin Park</i>	Pickford & Black
Montserrat.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Nassau.....	December 10-14	<i>Canadian Observer</i>	Canadian National
Nassau.....	December 19-24	<i>Cartier Park</i>	Canadian National
Nassau.....	January 2-5	<i>Lorne Park</i>	Canadian National
St. Kitts.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Kitts.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Kitts.....	December 18-23	<i>Sutherland Park</i>	Canadian National
St. Kitts.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
St. Kitts.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
St. Lucia.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Lucia.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Lucia.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
St. Lucia.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Vincent.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Vincent.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
St. Vincent.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Trinidad.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Trinidad.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Trinidad.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Trinidad.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Trinidad.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Trinidad.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques..	December 10	<i>Empire Tobago</i>	Elder Dempster
Lourenco Marques..	December 26	<i>Fantee</i>	Elder Dempster
Lourenco Marques..	January 2	<i>Tarkwa</i>	Elder Dempster
Lourenco Marques..	January 14	<i>Cargill</i>	Elder Dempster
Africa-South—			
Cape Town.....	December 10	<i>Empire Tobago</i>	Elder Dempster
Port Elizabeth.....	December 10	<i>Cumberland County</i>	Montreal Shipping
East London.....	December 26	<i>Fantee</i>	Elder Dempster
Durban.....	January 2	<i>Tarkwa</i>	Elder Dempster
	January 14	<i>Cargill</i>	Elder Dempster
	January 15	<i>A Ship</i>	Montreal Shipping
Argentina—			
Buenos Aires.....	December 6-11	<i>Royal Prince</i>	Furness Withy
Buenos Aires.....	December 10-15	<i>A Ship</i>	Montreal Shipping
Australia—			
Brisbane.....	December 10-14	<i>Armada</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Brisbane.....	December 30-Jan. 4	<i>City of Carlisle</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	December 14-20	<i>Beckenham</i>	Cunard White Star
Antwerp.....	December 15	<i>Marchport</i>	March Shipping
Antwerp.....	December 19	<i>Hedel</i>	Shipping Limited
Antwerp.....	December 25	<i>Marchdale</i>	March Shipping
Brazil—			
Rio de Janeiro.....	December 6-11	<i>Royal Prince</i>	Furness Withy
Rio de Janeiro.....	December 10-15	<i>A Ship</i>	Montreal Shipping
British Honduras—			
Belize.....	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
Ceylon—			
Colombo.....	December 9	<i>Samovar</i>	McLean Kennedy
China—			
Shanghai.....	December 10-15	<i>Maria G.</i>	Montreal Shipping
Shanghai.....	Late December	<i>City of Poona</i>	McLean Kennedy
Colombia—			
Barranquilla.....	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
Costa Rica—			
Port Limon.....	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
Cuba—			
Havana.....	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
Curaçao.....	Nov. 29-Dec. 3	<i>Hamilton Park</i>	Saguenay Terminals
Egypt—			
Alexandria.....	December 9	<i>Samovar</i>	McLean Kennedy
Port Said.....	December 24-27	<i>City of Khios</i>	McLean Kennedy
Port Said.....	Early January	<i>Empire Spartan</i>	McLean Kennedy
Eire—			
Dublin.....	December 10	<i>Irish Spruce</i>	Shipping Limited
Dublin.....	December 11-15	<i>Lord O'Neill</i>	McLean Kennedy
Dublin.....	December 23-28	<i>Torr Head</i>	McLean Kennedy
Dublin.....	December 28	<i>Irish Hazel</i>	Shipping Limited
Germany—			
Hamburg.....	December 15	<i>Marchport</i>	March Shipping
Hamburg.....	December 25	<i>Marchdale</i>	March Shipping
Guatemala—			
Puerto Barrios.....	December 8-12.....	<i>Beresford Park</i>	Saguenay Terminals

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
Holland—			
Rotterdam.....	December 15	<i>Marchport</i>	March Shipping
Rotterdam.....	December 19	<i>Hedel</i>	Shipping Limited
Rotterdam.....	December 25	<i>Marchdale</i>	March Shipping
Rotterdam.....	December 14-20	<i>Beckenham</i>	Cunard White Star
Amsterdam.....			
Hong Kong.....	December 10-15	<i>Maria G.</i>	Montreal Shipping
	Late December	<i>City of Poona</i>	McLean Kennedy
India—			
Karachi.....	December 5-10	<i>Oceanside</i>	March Shipping
Bombay.....			
Madras.....			
Calcutta.....			
Bombay.....	December 5-8	<i>Samovar</i>	McLean Kennedy
Madras.....	December 24-27	<i>City of Khios</i>	McLean Kennedy
Calcutta.....	Early January	<i>Empire Sparton</i>	McLean Kennedy
Mediterranean—			
Central and	December 15	<i>Mont Gaspe</i>	Montreal Shipping
Western Areas...	December 30	<i>A Ship</i>	Montreal Shipping
Morocco—			
Casablanca.....	December 15	<i>Mont Gaspe</i>	Montreal Shipping
Casablanca.....	December 30	<i>A Ship</i>	Montreal Shipping
New Zealand—			
Auckland.....	January 9-13	<i>Sampler</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
Bluff.....			
Northern Ireland—			
Belfast.....	December 11-15	<i>Lord O'Neill</i>	McLean Kennedy
Belfast.....	December 23-28	<i>Torr Head</i>	McLean Kennedy
Panama—			
Cristobal.....	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
Philippines—			
Manila.....	December 10-15	<i>Maria G.</i>	Montreal Shipping
Manila.....	Late December	<i>City of Poona</i>	McLean Kennedy
Poland—			
Gdansk.....	December 15	<i>Marchport</i>	March Shipping
Gdansk.....	December 25	<i>Marchdale</i>	March Shipping
Portugal—			
Lisbon.....	December 15	<i>Mont Gaspe</i>	Montreal Shipping
Lisbon.....	December 30	<i>A Ship</i>	Montreal Shipping
Singapore.....	December 10-15	<i>Maria G.</i>	Montreal Shipping
United Kingdom—			
Avonmouth.....	December 6	<i>Salacia</i>	Cunard White Star
Glasgow.....	December 2-7	<i>Norwegian</i>	Donaldson Atlantic
Glasgow.....	December 22-28	<i>Delilian</i>	Donaldson Atlantic
Hull.....	December 4-7	<i>Consuelo</i>	McLean Kennedy
Liverpool	December 2	<i>Beaversford</i>	Canadian Pacific
Liverpool.....	December 11-15	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool.....	December 23-28	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	December 25	<i>Beaverburn</i>	Canadian Pacific
London	November 30	<i>Beaverglen</i>	Canadian Pacific
London.....	December 8	<i>Beaverlake</i>	Canadian Pacific
London.....	December 14	<i>Fort Spokane</i>	Cunard White Star
London.....	December 30	<i>Beaverdell</i>	Canadian Pacific
Manchester.....	December 3	<i>Manchester Progress</i>	Furness Withy
Manchester.....	December 12	<i>Manchester Shipper</i>	Furness Withy
Manchester.....	December 24	<i>Manchester Commerce</i>	Furness Withy

Departures from Saint John—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom —Con. Newcastle..... Newcastle..... Newcastle.....	 December 7 December 21 December 27	 <i>Cairnvalona</i> <i>Cairnavon</i> <i>Cairnesk</i>	 Cairn-Thomson Cairn-Thomson Cairn-Thomson
Uruguay— Montevideo..... Montevideo.....	 December 6-11 December 10-15	 <i>Royal Prince</i> <i>A Ship</i>	 Furness Withy Montreal Shipping
Venezuela— La Guaira..... Puerto Cabello..... Maracaibo.....	 Nov. 29-Dec. 3	 <i>Hamilton Park</i>	 Saguenay Terminals

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, loading berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East— Lourenco Marques.....		<i>A Ship</i>	North Pacific Shipping
Africa-South— Cape Town..... Durban.....		<i>A Ship</i>	Empire Shipping
Argentina— Buenos Aires.....	Early December	<i>Hardanger</i>	Empire Shipping
Australia— Brisbane..... Sydney..... Melbourne.....		<i>A Ship</i>	W. R. Carpenter
Sydney..... Melbourne..... Newcastle.....	December	<i>Parrakoola</i>	Empire Shipping
Melbourne..... Sydney.....		<i>A Ship</i>	Canadian Australasian
Sydney.....		<i>A Ship</i>	Canadian Australasian
Brazil— Rio de Janeiro.....	Early December	<i>Hardanger</i>	Empire Shipping
Burma— Rangoon.....		<i>A Ship</i>	Dingwall Cotts
China— Shanghai..... Shanghai.....	Early December Late December	<i>Mongabarra</i> <i>Veto</i>	Empire Shipping Empire Shipping
Colombia— Cartagena.....		<i>A Ship</i>	Balfour Guthrie
Curaçao.....		<i>A Ship</i>	Balfour Guthrie
Egypt— Alexandria.....		<i>A Ship</i>	Empire Shipping
France— North Coast.....	December	<i>A Ship</i>	Empire Shipping
Greece— Piraeus.....		<i>A Ship</i>	Empire Shipping
Hawaii— Honolulu.....		<i>A Ship</i>	Dingwall Cotts
Hong Kong.....		<i>A Ship</i>	Balfour Guthrie

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
India— Bombay.....		<i>A Ship</i>	Dingwall Cotts
Italy— Genoa.....		<i>A Ship</i>	Empire Shipping
Mexico		<i>A Ship</i>	Gardner Johnson
Netherlands Indies		<i>A Ship</i>	Dingwall Cotts
Mediterranean— Central Area.....	December	<i>A Ship</i>	Empire Shipping
New Zealand— Auckland.....		<i>A Ship</i>	Canadian Australasian
Dunedin.....		<i>A Ship</i>	Canadian Australasian
Auckland.....		<i>A Ship</i>	Canadian Australasian
Palestine— Haifa.....		<i>A Ship</i>	Empire Shipping
Philippines— Cebu.....		<i>A Ship</i>	Balfour Guthrie
Iloilo.....		<i>A Ship</i>	Balfour Guthrie
South America— East Coast.....		<i>A Ship</i>	Balfour Guthrie
South Sea Islands— Papeete.....		<i>A Ship</i>	Canadian Australasian
Rarotonga.....		<i>A Ship</i>	Canadian Australasian
Sweden		<i>A Ship</i>	Gardner Johnson
United Kingdom— Glasgow.....	Late December	<i>Parthenia</i>	Donaldson Line
Liverpool.....	Late December	<i>Parthenia</i>	Donaldson Line
London.....		<i>A Ship</i>	Furness Pacific
Uruguay— Montevideo.....		<i>A Ship</i>	Balfour Guthrie
Venezuela— Puerto Cabello.....		<i>A Ship</i>	Balfour Guthrie
West Indies— Jamaica.....		<i>A Ship</i>	Canada Shipping
Trinidad.....		<i>A Ship</i>	Balfour Guthrie

Foreign Commercial Representatives

This directory of Commercial Representatives of Foreign Governments, presently in Canada, is introduced as an additional service to the commercial community. It is requested that any changes in the appointments or addresses be forwarded to the Editor, *Commercial Intelligence Journal*.

Argentina—Carlos M. Bracer0s, Representative of the Argentine Government Trade Promotion Bureau, 1111 Beaver Hall Hill, Montreal. Telephone—MARquette 2811.

Australia—Clifton J. Carne, Commercial Attaché, Office of the High Commissioner for the Commonwealth of Australia, 114 Wellington Street, Ottawa. Telephone—3-8458.

Belgium—Maurice Heyne, Counsellor, Belgian Embassy, 3540 Mountain Street, Montreal. Telephone—HARbour 0129.

Louis Couvreur, First Secretary, Belgian Embassy, 395 Laurier Avenue East, Ottawa. Telephone—4-2060.

Brazil—Caio de Lima Cavalcanti, Commercial Counsellor, Brazilian Embassy, 140 Wellington Street, Ottawa. Telephone—5-1485.

A. G. de Miranda Netto, Commercial Attaché, Brazilian Embassy, 140 Wellington Street, Ottawa. Telephone—5-1485.

Chile—Carlos Crocharé, Second Secretary, Chilean Embassy, Room 215, 56 Sparks Street, Ottawa. Telephone—5-4402.

- China**—There is no commercial representative in Canada. All commercial matters are handled by the Chinese Embassy in Washington.
- Cuba**—His Excellency Dr. Mariano Brull, Minister, Cuban Legation, 499 Wilbrod Street, Ottawa. Telephone—5-6834.
- Czechoslovakia**—Dr. Karl Sakh, Counsellor and Chargé d'Affaires, 171 Clemow Avenue, Ottawa. Telephone—2-1545.
- Denmark**—Viggo Theisnielsen, Vice-Consul, Danish Legation, Room 812, Keefer Building, 1440 St. Catherine Street West, Montreal. Telephone—PLateau 2030.
- San Domingo**—Julio A. Ricart, Consul-General, 46 Delaware Avenue, Ottawa. Telephone—4-5655.
- France**—Bernard Lechartier, Commercial Counsellor and Financial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
Jacques Humbert, Commercial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
Gérard Dubois, Commercial Attaché, French Embassy, 610 St. James Street West, Montreal. Telephone—HArbour 2271.
- Greece**—Pami Malamaki, Commercial Counsellor, Greek Embassy, Suite 110, Chateau Laurier, Ottawa. Telephone—5-2255.
- Haiti**—Philippe Cantave, Consul-General, Room 308, 18 Rideau Street, Ottawa. Telephone—2-1272.
- Ireland**—John M. Conway, Official Secretary, Office of the High Commissioner for Ireland, 140 Wellington Street, Ottawa. Telephone—3-6281.
- Italy**—Pietro Migone, Second Assistant to the Representative of Italy (Personal rank of Vice-Consul), 384 Laurier Avenue East, Ottawa. Telephone—2-8761.
- Mexico**—Consul-General, Room 507, 1410 Stanley Street, Montreal. Telephone—LAncaster 2502.
- Netherlands**—E. L. Hechtermans, Commercial Secretary, Netherlands Legation, Suite 515, 56 Sparks Street, Ottawa. Telephone—2-4203.
A. S. Tuinman, Agricultural Attaché, Netherlands Legation, Suite 515, 56 Sparks Street, Ottawa. Telephone—2-4203.
- New Zealand**—J. A. Malcolm, Trade Commissioner, 140 Wellington Street, Ottawa. Telephone—3-7771.
A. W. Broadbent, Assistant to the Trade Commissioner, 140 Wellington Street, Ottawa. Telephone—5-1443.
- Norway**—Knut Orre, First Secretary, Norwegian Legation, 1410 Stanley Street, Montreal. Telephone—PLateau 9785.
- Peru**—Francisco Pardo de Zela, Commercial Attaché, Peruvian Embassy, 36 Elgin Street, Ottawa. Telephone—5-7201.
- Poland**—T. Wiewiorowski, Commercial Attaché, Polish Legation, 183 Carling Avenue, Ottawa. Telephone—2-4076.
- Sweden**—Bo Jändstedt, Second Secretary, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.
C. H. Nauckhoff, Attaché, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.
- Switzerland**—Walter E. A. Jaeggi, Secretary, Swiss Legation, Room 252, Chateau Laurier, Ottawa. Telephone—2-5455.
- Turkey**—Rifki Zorlu, Counsellor, Turkish Legation, Room 560, Chateau Laurier, Ottawa. Telephone—3-4701.
- Union of South Africa**—Herbert Neethling, Official Secretary, Office of the High Commissioner for the Union of South Africa, 15 Sussex Street, Ottawa. Telephone—2-1771.
- Union of Soviet Socialist Republics**—N. I. Betin, Acting Commercial Counsellor, Soviet Embassy, 24 Blackburn Avenue, Ottawa. Telephone—5-1824.
- United Kingdom of Great Britain and Northern Ireland**—A. M. Wiseman, C.M.G., M.C., H.M. Senior Trade Commissioner in Canada, 56 Sparks Street, Ottawa. Telephone—3-8814.
- United States of America**—Colonel Henry M. Bankhead, Counsellor for Economic Affairs, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Homer S. Fox, Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Meade T. Foster, Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Oliver B. North, Assistant Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Joseph L. Dougherty, Assistant Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Paul F. DuVivier, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Yugoslavia**—Pero Cabrić, Chargé d'Affaires, 259 Daly Avenue, Ottawa. Telephone—5-4966.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in making shipments to countries outside the sterling area, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations Nov. 18	Nominal Quotations Nov. 25
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2445	.2445
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0227	.0227
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0541	.0541
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
China.....	Dollar	....	.0003	.0003
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2087	.2087
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3780	.3780
Netherlands East Indies.....	Florin	....	.3766	.3766
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2020	.2020
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2783	.2783
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0035	.0035
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5670).

Commodity Officers—

Foods Section—

Live stock and products, fish and products, H. A. Gilbert, Chief (2380).
Plants and products, G. F. Clingan (7523).
Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals Section—

Machinery and industrial equipment, C. J. Gardner, Chief (4082).
Iron and steel products, E. L. Smith (4082).
Non-ferrous metals and non-metallic minerals, A. M. Tedford (6974).
Chemicals and allied products, S. G. Barkley (7601).
Electrical machinery and equipment, A. S. MacRae (7601).
Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber Section—

Textiles and apparel, G. R. Poley, Chief, and J. U. Curtis (3004).
Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper Section—

Wood and products, G. H. Rochester, Chief (6974).
Paper and products, E. Clarke and N. R. Chappell (6974).

General Products Section—

General products, W. H. Grant, Chief (3209).
Miscellaneous products, P. G. Jones (4160).
Durable consumer-goods, W. H. Grant (3209).

Token Shipments to U.K.—W. H. Black (5670).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417); Assistant Director, C. F. McGinnis (7163).

Raw Materials Section—Chief, C. F. McGinnis (7163); (Supply Research), A. C. Fairweather (6905), P. E. Jensen (6958), and M. C. Hughes (6958); (Trade Controls), W. G. Hopkins (6552).

Manufactured Goods Section—H. B. Scully and G. C. Clarke (6519).

Trade Services Directory—A. J. Langdon (6905).

Canadian Importers' Directory—Miss M. E. Adams (6552).

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5830).

Commercial Relations Division—Director, H. R. Kemp (5151).
Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819)

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, Chief, S. L. Tilley (6588).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in thirty-three British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA. Cable address—*Cancomco* (5091).

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—*Excredcorp* (2-4828).

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries (7818).

Canadian Trade Commissioners

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—

Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

E. H. MAGUIRE, Acting Commercial Secretary. Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).

Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgian Congo

L. H. AUSMAN, Hotel Regina, Leopoldville. Territory includes Kenya, Uganda, Tanganyika, Angola and French Equatorial Africa.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrópole, 7th Floor, Av. Presidente Wilson 165.

W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Caixa Postal 2164, Rio de Janeiro

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building.

Territory includes Bolivia.

China

L. M. COSGRAVE, Commercial Counsellor, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523.

Territory includes Republic of Panama and the Canal Zone.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.

Territory includes Haiti, San Domingo, and Puerto Rico.

Egypt

R. CAMPRELL SMITH (Acting). Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland, Algeria, Morocco and Tunisia.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Greece

T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Queen Vassilissis Sophias Street, Athens.

Territory includes Turkey.

Guatemala

C. B. BIRKETT. Address for letters—P.O. Box 400, Guatemala City.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

C. R. GALLOW (Acting). Address for letters—P.O. Box 126.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

Ireland

E. L. McCOLL and H. L. E. PRIESTMAN, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—Casella Postale 475, Rome.

Territory includes Czechoslovakia, Malta, Yugoslavia, and Libya.

Canadian Trade Commissioners

Malayan Union

ARTHUR WILDING, Canadian Commercial Agent, Room D-2, Union Building, Singapore.

Territory includes Singapore, British North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 1660, Wellington.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands, and Gibraltar.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, and Nyasaland.

Cable address, *Cantracom*.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province, Orange Free State and South-West Africa, Mauritius, and Madagascar.

Cable address, *Cantracom*.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, *Canadian Stockholm*.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, *Sleighing, London*.

London: R. P. BOWER, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia, and British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, *Sleighing, London*.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, *Canfrucum*.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, *Agilson*.

London: R. D. ROE, Commercial Secretary for Canada (Timber Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, *Timcom, London*.

Liverpool: M. J. VECHSLER, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, *Cantracom*.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, *Cantracom*.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—8° Piso, Edif. America, Esq., Veroes, Caracas.

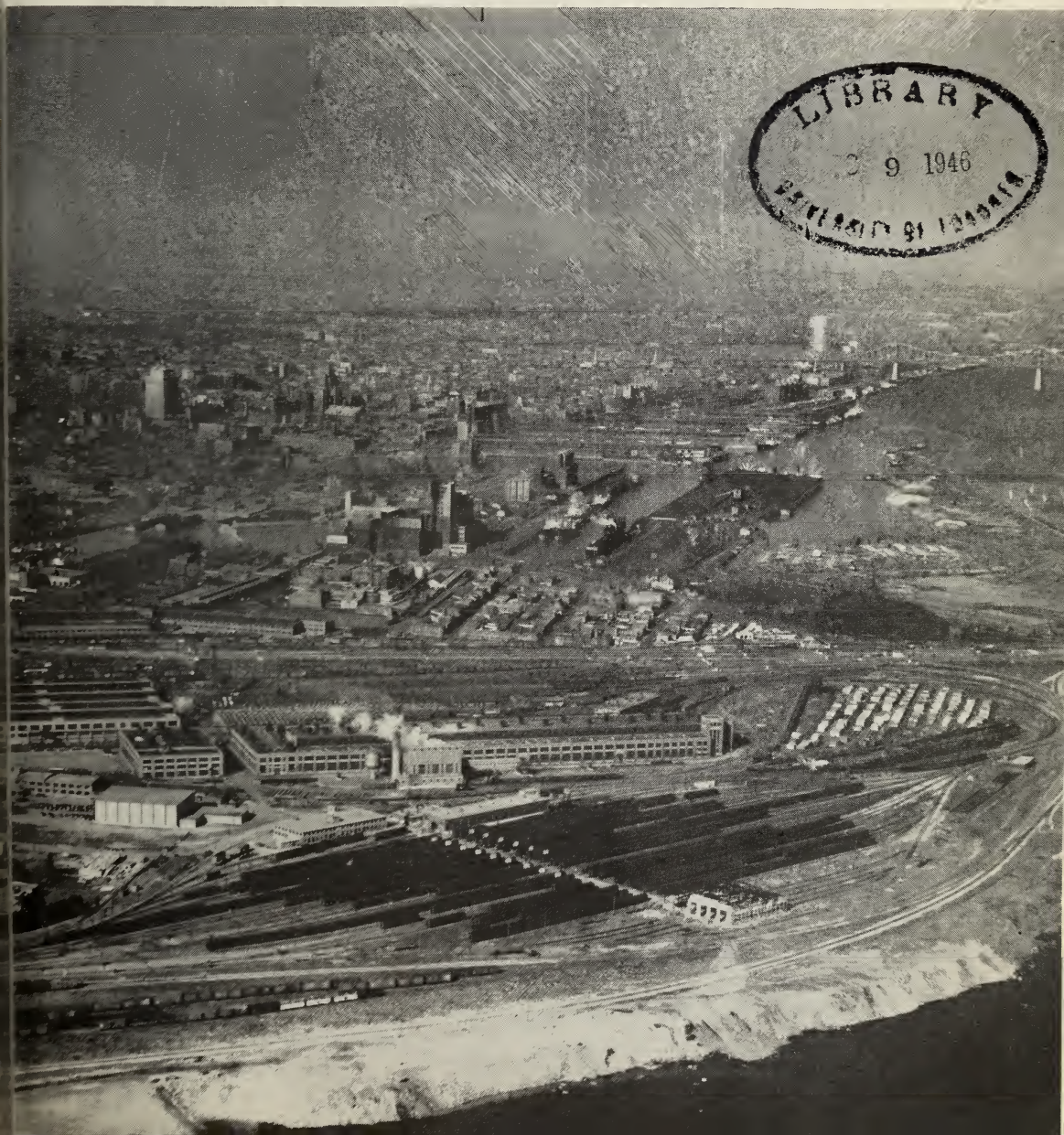
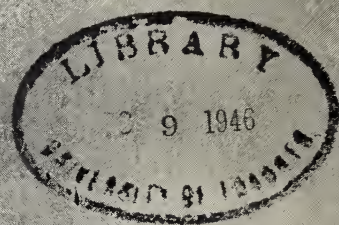
Territory includes Netherlands West Indies.

Commercial Intelligence Journal

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OTTAWA, DECEMBER 7, 1946

No. 2236



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The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

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COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, DECEMBER 7, 1946

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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COVER SUBJECT—Montreal, whose port is now being closed by the formation of ice in its many basins and along the St. Lawrence waterway, handled 3,382,439 manifest tons of inward cargo and 5,304,152 manifest tons of outward cargo during the season of navigation. Figures released by the National Harbours Board, for which this photograph was taken recently by the Royal Canadian Air Force, reveal that 3,152 ocean-going, coastal and inland vessels, of 5,215,376 net tons, arrived in port. Corresponding figures for the season ended November 30, 1945, were 3,259 arrivals, of 4,668,204 net tons. Inward cargo totalled 3,168,862 manifest tons and outward cargo amounted to 5,573,886 manifest tons. (One manifest ton equals 2,000 pounds or 40 cubic feet.) Only the upper harbour, extending from Vickerdike Basin to the Jacques Cartier Bridge, is revealed in this photograph.

Two-Year Plan In Czechoslovakia Involves Heavy Investment

Provision of sixty billion korunas (\$1,200,000,000) for increased production in industry, transportation, agriculture and housing—Extensive forestry program—Greater yield from labour necessary.

By Yves Lamontagné, Commercial Secretary, Canadian Embassy

(Editor's Note—This is the second of three articles on the present economic situation in Czechoslovakia. Agriculture, industry, foreign trade and sources of information will be discussed in a forthcoming issue of the *Commercial Intelligence Journal*.)

Paris, November 8, 1946.—Czechoslovakia plans to increase production to a level exceeding by ten per cent that of 1938 during the next two calendar years through an investment of sixty billion korunas, equivalent to \$1,200,000,000. Mining, iron and steel, electrical, metallurgical and chemical industries are chiefly concerned in this program. Of the total investment, 21 billions will be spent in the development of industry, 13 billions in the improvement of transportation facilities, 5 billions on agriculture, of which 3.5 billions will be used for mechanization of farming, and one billion in the erection of buildings or the purchase of equipment.

Heavy Industrial Production Planned

It is proposed to increase the present output of hard coal by 17 per cent, raising this to 16,700,000 metric tons per annum. Production of lignite is to be increased by 21 per cent, the annual output projected being 23,900,000 metric tons. Efforts will be made to produce 1,400,000 tons of pig iron per annum, and to achieve a production of 2,200,000 tons of steel. It is expected that the development of electrical energy will be raised to 7.4 billion kwh.

Provision is being made in the program for the construction during 1948, the second year, of 15,000 railway cars, 290 locomotives, 9,000 farm tractors, 10,600 motor trucks, 400,000 metric tons of phosphate fertilizers, 300,000 metric tons of nitrogen fertilizers, and agricultural machinery to the value of 1,100 million korunas. Production of textiles and shoes is to be intensified, in order that the prewar consumption level may be reached and a surplus made available for export.

Mechanization of Agriculture Proposed

Efforts will be made by Czechoslovakia to encourage agriculture in order that sufficient produce may be grown to meet domestic requirements, thereby reducing its dependence on foodstuffs from other countries. It is proposed that the number of livestock and yields therefrom be increased in order that the production of meats may be raised by 35 per cent, pork fats by 100 per cent, butter by 10 per cent, milk by 75 per cent, and eggs by 50 per cent. In order to secure these increases, it is necessary that agriculture be mechanized and electricity utilized to a greater extent. The arable areas are to be cultivated to the maximum extent possible, and the number of experimental farms increased to furnish the rural community with information on modern agricultural methods.

Forestry Program Extensive

Special attention will also be directed to forestry, and plans have been made to reforest 23,750 acres of land next year. This will require 140 million young plants and the enlargement of seedling areas by 375,000 acres. It is estimated that some 5,808,000 pounds of seeds will be required for this program. Reforestation in Czechoslovakia will involve an expenditure of 180 million korunas per annum.

Many Houses to be Repaired or Built

Reconstruction and housing plans have been made to implement the industrial and agricultural programs. More than 220,000 buildings were damaged during the period of hostilities, but it is expected that 125,000 of these will have been repaired or new ones built by the end of 1948. Apart from attention directed to town planning, the plan calls for construction of new factories and office buildings. The building industry itself is to be mechanized.

International Rail Lines Receive Attention

Damage sustained by the railways during the war will be repaired, particular attention being given to international lines, especially those connecting centres in Czechoslovakia with Russia. Inland water transport will be developed, involving the construction of barges, and it is proposed that a number of river projects should be undertaken to provide for the creation of central hydropower stations.

Greater Yield from Labour Necessary

Present labour yields must be increased by 40 per cent within the framework of the "two-year plan", in order that the objectives may be achieved. This can be done only through the introduction of new legislation, the establishment of new labour regulations and by reorganization of the present methods of production and distribution throughout the country.

Chile Provides Possible Market For Automobile Accessories

*Items include batteries, dust covers, jacks and novelties
— Independent representatives recommended — Over
50,000 motor vehicles registered in southern republic.*

By J. L. Mutter, Commercial Secretary, Canadian Embassy

Santiago, November 13, 1946 (FTS).—Accessories for all types of automobiles find a market in Chile. Among these are batteries, dust covers, jack devices and any novelties in the way of tools which are not sold as general equipment with automobiles. The best means of marketing accessories is through a representative who is independent of the established automobile companies. He would, therefore, be in a position to deal with all the companies for such accessories as did not form part of their monopoly.

According to recent figures published by the Chilean Automobile Club, the number of motor vehicles registered in Chile is as follows: Private, 24,010; taxis, 4,433; buses, 2,543; trucks, 19,857; and motorcycles, 1,018. These numbers are likely to increase as vehicles become available from the

producing centres, but this increase may well be retarded by the necessity of conserving foreign exchange for commodities considered more essential to the economy of the country. The entry of chassis for buses and trucks is likely to be facilitated while the present shortage of these exists.

Chile's chief supplier of automotive parts and accessories has been the United States. Exporters have general representatives in Santiago who supervise the several distributors in this country. One United States manufacturer maintains an assembly plant in Chile, and to a lesser degree, British and European makers are represented. It is, therefore, apparent that a market exists for only those accessories which are not manufactured by the established automotive companies.

Netherlands Oyster Production Shows Progress After Slump

Estimated production this season is twenty million, one-half that of 1910—Exports of mussels again rising—Holland is source of anchovies and also processes those from Spain—Lobster fishing relatively unimportant, but shrimp production widespread.

By J. A. Langley, Commercial Counsellor, Canadian Embassy

(Editor's Note—This is the second of two articles on the Netherlands fishing industry, prepared for the *Commercial Intelligence Journal*. The first appeared on November 23.)

The Hague, November 9, 1946.—Oysters constitute one of the more important items in the Netherlands fish industry. Centred in the province of Zeeland since 1870, the oyster industry has experienced periods of strong ups and downs. About 1910, when the situation was extremely favourable, exports alone amounted to between 40 and 50 million, while the anticipated production for the year 1946-47 is only 20 million.

Oyster Disease Follows Boom

After an interruption during the first world war, there existed another boom condition as a result of disease developing in the English and French oyster beds, causing a considerable demand for fresh supplies of breeding stock. Large quantities of breeding stock were shipped to France and other countries. In 1930, however, a serious oyster disease broke out in the Dutch breeding beds, causing great damage. Production figures fell yearly until 1936, when the total production amounted to only six million. By securing breeding oysters from France, it was possible to improve the stock.

Recovery Delayed During War

Another misfortune befell the industry in the winter of 1939-40. A very severe winter killed many of the French breeding oysters and also wrecked havoc among the depleted oyster beds. Due to the war, it was impossible to obtain new breeding stock, causing oyster production to fall to a very low level, annual shipments during the 1941-44 period averaging only four or five million. Owing to the great demand, the high price and the limited supply, it was feared that light oysters would be harvested and sold, a situation which would have an additional adverse effect on the rapidly declining oyster production. A minimum weight for oysters to be sold was established.

Postwar Prospects Bright

During the last few years, production again has shown an increase, and in 1944-45 amounted to eight million. Due to transportation and other difficulties, only five million, valued at Fls.1,000,000, could be sold, the remainder being resown in the oyster beds. During the 1945-46 season, about 15 million were sold, a figure which had not been reached since 1933-34.

Great Britain and Belgium Main Buyers

Great Britain was formerly the principal consumer of heavy oyster varieties, while Belgium was the main purchaser of the lighter kinds. For some time it was feared that the foreign exchange position of Great Britain would make oyster shipments to that country impossible. Subsequently, however, an agreement was made whereby 1,500,000 oysters would be shipped. Belgium, at present the largest consumer, purchased nine million, while 350,000 were sent to Denmark. Exports were also made to Switzerland, Sweden and Luxembourg.

Mussel Fishing Reaches Prewar Level

The province of Zealand is also the centre of the mussel industry. During the 1930-39 period, annual production amounted to between 40,000 and 50,000 metric tons. Compared with exports, the prewar domestic consumption of mussels was very small, approximately three to four per cent of the total production. In 1930, exports amounted to about 33,000 metric tons, valued at Fls.912,000, rising in 1937 to 47,000 metric tons, valued at Fls.1,282,000, the principal customers being Belgium and France.

Central Selling Office Established

After 1930, increasing difficulties encountered in foreign outlets, particularly through flooding the Belgian market, caused a considerable price drop. In 1935, therefore, a Central Selling Office for Mussels, an administrative body to which all mussels had to be sold, was founded at Bergen-op-Zoom. Minimum prices were fixed and permits were required for fishing, breeding and handling mussels. Quality also was made subject to control. During the war this office fixed the maximum prices for which mussels could be sold.

Exports of Mussels Again Rising

Domestic mussel consumption assumed large proportions during the war. Exports to France ceased and those to Belgium declined strongly. From September, 1945, to April 1, 1946, 8,000 metric tons were exported, the main purchaser being Belgium. It is estimated that between 30,000 and 40,000 metric tons will be available for export during the 1946-47 season.

Netherlands Is Source of Anchovies

Anchovy fishing is another fairly important Netherlands occupation. During the period 1878-1941, the average annual production was approximately 1,500 metric tons. Since 1930, exports of salted anchovies have fallen, chiefly attributed to the damming of the Zuyder Zee. Germany consumed nearly all the anchovies exported. Before the war, fairly large quantities of anchovies came from Spain, where Dutch dealers had established their own plants, and were processed in Holland for export, as the method of salting was different from that employed in Spain.

Lobster Fishing Unimportant

Not more than a few thousand kilos of lobsters are caught annually. Efforts have been made to raise the production artificially, but these have proven unsuccessful, due to the high cost. In 1938, 601 metric tons, valued at approximately Fls.500,000, were imported from Norway. Of this quantity, 371 metric tons, valued at Fls.368,550, were re-exported. At the present time the lobster trade is very small, but it is expected that business will improve.

Shrimp Trade Affected By Labour Shortage

The Netherlands shrimp fishing industry, with a fleet of 300 vessels, is not centred in any particular district, but is spread over various parts of the country. The average annual prewar catch was 2,836 metric tons. In 1945, more than 2,000 metric tons of shrimps were caught, of which 440 metric tons were destined for fodder and the balance largely marketed unscaled, due to the lack of labour. Exports are made to Belgium and Great Britain. It is expected that the latter will purchase at least 20 metric tons monthly for the next few months and that further shipments will be made to France and Sweden.

Establish Centralized Fish Export Control

After the liberation, the Fish Export Bureau was established at The Hague when it was apparent that most foreign countries were centralizing their trade in fish. It is intended, however, to decentralize control as soon as conditions abroad become more normal. Some government control of prices and quantities will be necessary for some time to come. Exports of herrings and canned fish are free, but exports of the latter variety are small, due to the shortage of tin supplies.

Postwar Fish Trade Prospects

Exports, in general, are showing a steady increase, although various difficulties are encountered despite competition from Norway and Denmark. With a view to the future, it is important that the industry should maintain an outlet in the British market, even though prices obtained in Great Britain are lower than those prevailing in the domestic market. Fresh fish has been included in the recent trade agreements with France and Czechoslovakia. Exports to Switzerland are somewhat handicapped by transportation difficulties.

Brazilian Steel Company Opens Office in New York

New York, November 22, 1946.—(FTS)—Companhia Siderurgica Nacional, of Rio de Janeiro, otherwise known as the Brazilian National Steel Company, is setting up a new purchasing office in New York. This company operates the new Volta Redonda steel plant in Brazil, and the New York office will buy all the requirements of the steel mill and some of the requirements of the town in which it is located.

The New York purchasing office is interested in establishing contact with Canadian manufacturing firms, which may have suitable supplies, but at the moment the requirements have not been specified. Canadian firms wishing to draw their products to the attention of this company should send literature to David Moretzsohn, The Brazilian National Steel Company, 570 Lexington Avenue, New York City 22.

Trade, Industry and Finance Were Featured by New Zealand Parties

Election programs outlined comprehensive schemes for agriculture, employment, housing, industrial development, marketing and tourism—Commercial relations with Canada influenced by economy of country.

By P. V. McLane, Commercial Secretary for Canada

Wellington, November 2, 1946.—Agriculture, employment, finance, foreign trade, housing, industrial development, marketing methods, stabilization procedure and tourism are freely discussed by members of the Labour Party and National Party during the campaign preceding a general election in New Zealand, scheduled for November 27, 1946. The policies of these parties are set forth briefly in a series of excerpts from press reports pertaining to their respective policies. These are furnished for the benefit of Canadian readers of the *Commercial Intelligence Journal*, in view of the fact that the prosperity of this country is of prime importance to exporters and importers in Canada. Any change in legislation, introduced or prospective, should also prove of interest.

Provision for Continuation of Import Controls

The Labour Party, which is presently in office, has indicated that it will proceed with its avowed policies, which include continuation of import controls. Its leader has stated that the Bretton Woods Agreement will be the subject of debate in Parliament early next year, though no definite stand on the question has been taken by his party. Neither party has made any official statement on the subject, as there appears to be some difference of opinion within the ranks of each. Mr. Sidney G. Holland, leader of the opposition, has declared that he does not favour ratification of the agreement.

National Party Favoured Empire Preferences

Mr. Holland has also indicated that he favours the purchase of everything possible from the United Kingdom. He also said that "the National Party stands for retention of Imperial Preference—that is another name for trade within the British Empire. I am proud of the British Empire," he continued. "I like the term Empire. I like it better than Commonwealth." The National Party is not quite as definite on the subject of import controls. Mr. Holland has stated that, before the import selection policy was inaugurated, if particular industries required protection, they secured it by protective tariffs. Apparently, the National Party has every intention of protecting secondary industries in New Zealand.

Canada Secured One-Third Order for Electric Equipment

Mr. Holland criticized the New Zealand Government for giving Great Britain only one-third of an order for electrical generating equipment, required for one of the power stations on the Waikato River. The total order, amounting to £1,500,000, was equally divided between Canada, Great Britain and the United States. He expressed the opinion that the entire expenditure should have been made in the United Kingdom, and declared it was the policy of the National Party to give Britain every penny of business it could.

British Firm Appealed for Consideration

Mr. Holland revealed that, when he was in Great Britain last year, he visited Metropolitan Vickers, Limited, at Manchester, where he was asked by one of the directors if he could not persuade the New Zealand Government to place the entire order for generating equipment in the United Kingdom. When asked for an explanation of the refusal, Mr. Holland was informed that the company had been told deliveries were too late and prices too high. This director was also alleged to have said: "Our taxes are high, and no wonder our prices are a little high. Don't you think we deserve some little consideration?" Mr. Holland was also informed



Canadian Geographical Society Map

that 1,500 men and women in one section of the factory were working on equipment going to Russia. It has been claimed that this may be considered a specific instance of British organizations trying to influence the policy of a New Zealand government by pleading for supply consideration. It appears to be receiving support, not only from the government but from the people of this country, and is a form of trade promotion difficult to combat.

Neither party mentions the cost of implementing provisions of its program, or who will pay the bills.

Program of Labour (Government) Party

Wellington, November 2, 1946.—Policies of the Labour Party and National Party, outlined during the campaign preceding the general election in New Zealand, scheduled for November 27, 1946, are herewith set forth, as they relate to trade, industry and finance, in accordance with statements reproduced in the daily press of this country. The manifesto of the Labour Party, which is presently in office, discusses the subject under the following headings: Basic Principles, Finance, Housing, Stabilization, Dairy Marketing, Industrial Development, and Tourist Attractions. It is as follows:

Basic Principles of Labour Party's Program

Basic Principles—To bring prosperity and security to the people of the Dominion, the Labour Government adopted certain basic principles. These are:

- (a) To guarantee an adequate and fair return to the primary producers.
- (b) To give workers an equitable share of the fruits of their labour.
- (c) To provide useful employment for all.
- (d) To improve conditions of work, and provide equality of occupational opportunity.
- (e) To ensure a just reward for enterprise.
- (f) To provide better housing, better nutrition and the means for the enjoyment of recreation and leisure.
- (g) To improve social security in all its fields.
- (h) To institute an industrial and a national works policy for the development of resources.

The Labour Government's fundamental principle is that an income sufficient to ensure adequate living standards in time of trouble is not a capricious and niggardly charity, but an assured right.

The objective of the Labour Government is to organize New Zealand's economy so that it will provide a rising standard of living for the people, and continue economic security for all.

Labour wholeheartedly rejects the idea of its opponents that the development of the country's affairs should be left to the play of the blind forces of unplanned selfish interests.

Financial Policy of Labour Party

Finance—The basic principles of the Labour Government's financial policy are:

- (a) The public ownership and control of the Reserve Bank and the Bank of New Zealand.
- (b) Prevention of inflation and deflation.
- (c) Maintenance of purchasing power, according to the availability of commodities and services.

- (d) Repayment and reduction of public debts, external and internal.
- (e) Progressive reduction of interest rates to the lowest economic level.
- (f) Payment of guaranteed prices for primary products to cover costs of production and provide a fair return for the producer.
- (g) Development of manufacturing industries on a sound basis, especially those using locally produced materials.
- (h) Provision of full employment, with a guaranteed minimum wage.
- (i) Maintenance and expansion of living standards.

We believe that the control of the Dominion's banking, credit and currency system must continue to be vested in the Government of the Dominion. Labour's monetary policy will continue to be directed towards the prevention of those two evils, inflation and deflation.

It is the Labour Government's policy not to increase the overseas debt, but progressively to reduce it.

As soon as circumstances warrant, Labour will reduce both direct and indirect taxation to the lowest possible level.

To conserve our overseas funds, and to ensure a steady stream of supply of capital and consumer goods, as well as raw materials, the Government will continue its policy of exchange control and import selections. Efforts will be made to ensure that, after provision for the payment of debt and other charges, the maximum quantity of our exports will be exchanged for goods produced in the United Kingdom.

Five-Year Plan to Meet Housing Shortage

Housing—The Government has now launched a five-year plan to overtake the housing shortage. It will itself build or enable the private house-owner to build no fewer than 60,000 houses during the five-year period. Probably less than half of these will be State rental houses, the remainder being constructed by private individuals.

It is proposed to encourage production of local building materials, and generally to ensure that the material required for house building shall be sufficient to ensure full-time work for available building artisans.

Price and Rent Control Considered Fundamental

Stabilization—Effective price and rent control are fundamental to Labour's policy. The next year or so is likely to see a return of keenly competitive conditions on the world market for farm products. Because farm costs have been held by stabilization, and reserves built up in the stabilization accounts, New Zealand farmers are better equipped than their competitors in any other country to face competition. This advantage must be preserved.

Dairy Products Marketing Authority Planned

Dairy Marketing—The basis of Labour's policy towards the dairy industry continues to be the guaranteed price.

It is accordingly the Government's intention to set up for this purpose a tribunal consisting of two industry representatives and two government representatives, with an independent chairman.

The second change proposed concerns the marketing of dairy produce. It is the Labour Government's desire that the representatives of the dairy industry, who have a wide and valuable knowledge of its problems, should participate directly in marketing. It is therefore proposed to set up a Dairy Products Marketing Authority, to which will be appointed government representatives, chosen by the dairy industry. The chairman of the authority will be appointed by the government, after consultation with the

industry. Since the government bears the main financial liability in connection with the guaranteed price, it must retain its voice in marketing.

Labour proposes, as soon as details can be discussed and agreed upon, to extend the system of insurance against crop damage from hail, frost and flood, which at present applies to wheat and tobacco, to other sections of primary industry.

Industry to Receive Assistance

Industrial Development—The policy of encouraging manufacturing industry will be vigorously pursued, always, however, with a proper regard for the requirements of a sound economy, the present numerical limitation of the working population, and the character of the material national assets.

Means will be found for encouraging the growth of industry in the secondary and smaller towns.

Action is being taken to intensify the development of scientific and industrial research for the benefit of industry. The government will also provide increased financial assistance to industry in approved cases.

Camps for Tourists Planned

Tourist Attractions—Publicity will be extended. Inside the Dominion, encouragement will be given to those who wish to see New Zealand first, and to this end group travel organizations will continue to be sponsored by the government. Tourist camps will be provided and holiday camps promoted. Further natural attractions and more thermal areas will be developed.

Program of National (Opposition) Party

The main points of the National Party's policy, as this pertains to trade, industry and finance, are set forth under the following headings: Housing, Primary Production (Marketing), Fruit Growing, Tobacco Growing, Trade and Manufacturing, Taxation and Finance, Profit Sharing, Full Employment, Tourist Trade, and Industrial Relations. In detail, these are:

Housing—The National Party will marshal the whole of the country's resources until the housing shortage has been overcome. Its policy provides for:

- (a) State rental houses.
- (b) Houses for civilians in future.
- (c) Houses for ex-servicemen in future.
- (d) Tenants of state rental houses to have the opportunity of buying their houses. (The Labour Government is opposed to sale to tenants.)

Marketing of Farm Products Considered

Primary Production—Marketing—To restore to farmers their right to manage their own affairs is the policy of the National Party. It accepts in principle the proposals of the 1945 Dairy Board Conference and the 1945 Fruitgrowers' Conference to remove marketing from political control. Minimum and maximum prices for farm products should be fixed by the industry and the government through an independent tribunal, presided over by a Supreme Court Judge.

Full support and co-operation with farmers and the meat trade, in order to develop the chilled beef industry, are projected, together with the establishment of a fast shipping service. Afforestation projects and river control to combat soil erosion are to be introduced. Expansion of veterinary

services to promote the health of stock and to reduce stock mortality is considered. Co-operation with breeders of stud stock to find new export markets and to develop existing ones is suggested.

It is proposed that the Internal Marketing Division be handed over, as quickly as possible without disorganizing trade, to producer co-operative organizations prepared to undertake the present functions of this division. It is recommended, however, that existing arrangements should continue, pending re-organization, and that the present methods be retained if producers prefer them.

It is proposed that district production councils be established to bring about greater co-operation between the government and producers, to advise and to co-operate with the government on farming problems, and to assist in the successful rehabilitation of ex-servicemen going on the land.

Financing was Proposed for Farm Workers

Financing, up to 90 per cent of the funds required, is proposed to assist farm workers, share-milkers, etc., to acquire farms of their own. The practicability of establishing insurance schemes to meet crop failures, due to floods, droughts and hail, should be investigated.

The pool scheme for financing the purchase, by experienced operators and especially ex-servicemen, of full sets of farm implements for district use should be implemented.

An independent tribunal, similar to that to be appointed in respect of the dairy industry, is proposed to determine prices for wheat, oats and barley.

It is proposed that facilities of the Reserve Bank and experts in other departments be made available to producer organizations for marketing and distribution.

Fruit-Growing Received Attention

Fruit-Growing—It is proposed that, if preferred by producers, the Internal Marketing Division be merged into and replaced by producer co-operative organizations. Minimum prices are guaranteed for both export and internal markets. The National Party accepts in principle and will implement the proposal of the 1945 Fruitgrowers' Conference for the establishment of a price equalization fund.

Co-operative Control for Tobacco Industry Proposed

Tobacco-Growing—It is proposed that New Zealand be as self-sufficient in the production of tobacco, as is consistent with the provision of a finished product satisfactory to the public of this country. Growers are to be assured of adequate prices. Producer co-operative control is to be extended to the tobacco industry, and the closest co-operation between tobacco growers and the government is to be established.

Expansion of Industry Believed Important

Trade and Manufacturing—The National Party's aim is continual expansion of sound economic industry. While New Zealand should endeavour to develop trade within the Empire and with Great Britain, every effort should be made to find markets for her exportable surpluses.

Freedom to engage in business on one's own account should be preserved. It is maintained there is justification for licensing in some fields of economic activity, but the system has expanded to an undesirable extent. Small industries should be encouraged.

Subsidies should be curtailed as early as practicable.

Diversification was Recommended

Diversification of industry is necessary to obviate the possible penalty of having one's eggs in one basket, it is claimed. The development of industries in rural and town areas is desirable, involving decentralization of industry. A Board of Trade should investigate methods of promoting decentralization.

Stabilization and price control must be continued till the existing evil of inflation has been overcome.

Private ownership of the means of production, distribution and exchange is proposed. The objective is to remove wartime controls as quickly as possible, and as soon as is found practicable. But, until the effects of the present period of inflation can be overcome, a considerable measure of control must continue.

Preference should be given to New Zealand-made goods. To promote efficiency and confidence in New Zealand-made goods, the Board of Trade will be required to develop a scheme along the lines of "Good Housekeeping", in conjunction with various trade groups.

A major function of the Board of Trade will be, in conjunction with a proposed Credit and Currency Commission, the Treasury and other competent authorities, to advise the government on means to be employed to ensure a stable price level.

Taxation and Finance Discussed

Taxation and Finance—It is maintained that a stable price level and exchange rate should be established. The responsibility for the issue and control of currency and credit should be vested in a non-political currency commission. Should any dispute arise between the government and the commission, it is proposed that this should be settled by Parliament. Legislation to prevent any sudden contraction of credit in the event of a recession of prices should be introduced.

In order that the largest number of people with small incomes may have a financial interest in the banking and financial system, it is recommended that, in respect to the Bank of New Zealand, a measure of private shareholding be reintroduced, but with a strict limitation on the number of shares to be held by any one person. The state should hold 33 per cent of the shares and private individuals 63 per cent. Of the directorate, 66 per cent should be appointed by the state and 33 per cent represent private interests. The Bank of New Zealand should become a national trading bank in the truest sense of the word, free from political control. The first consideration will be given to the public.

The National Party supports a financial policy based on low interest rates.

People Encouraged to Provide for Old Age

To encourage people to provide, through superannuation schemes, etc., for their own security in old age, it is proposed that the present exemption limit of £200 shall be raised to £300, in respect of income from superannuation and similar schemes. Wages of home workers should be exempt from wages tax. It is recommended that the present system of levying tax on tax be investigated, with a view to its removal if practicable. Sales taxes should be removed from labour-saving appliances used in the home. Income tax and wages tax rates on overtime should not exceed taxation rates on normal wage income. Taxpayers over the age of sixty, liable for income tax, should have the first £300 of their income regarded as "earned" income.

To stimulate increased production of goods, extra earnings received by workers as a result of approved schemes of payment by results, profit-sharing, etc., should be exempted from income tax for a period of three years. If the experiment proves successful, it will be continued.

Profit-Sharing—The National Party wholeheartedly supports profit-sharing, co-partnership, co-operation and progress.

Scheme Proposed to Provide Full Employment

Full Employment—It is proposed that an insurance scheme be introduced to provide against recession of employment by establishing:

- (a) Reserves of overseas funds.
- (b) Private reserves for expansion, deferred maintenance, and equipment.
- (c) Government employment reserves.
- (d) Primary production stabilization and pool accounts.
- (e) Interest-free loans to local bodies.
- (f) Legislation to prevent sudden contractions of credit.

Extensive Tourist Publicity Recommended

Tourist Trade—It is proposed that a world-wide publicity campaign be commenced to advertise the tourist attractions of New Zealand. Modern transport services should be established to tourist resorts, and roads providing access to scenic attractions completed. A chain of hotels should be built to cater to tourists, after present housing difficulties have been overcome.

Industrial Relations—The guiding principles of the National Party's policy are:

- (a) A fair day's pay for a fair day's work.
- (b) Highest standard of industrial efficiency.
- (c) Best possible conditions in industry.
- (d) Harmony and goodwill between employer and employee.
- (e) Fairness with firmness, no capitulation to pressure groups on either side being supported.
- (f) Equitable distribution of the products of industry.

Children in Other Lands Cheered By Canadian Christmas Trees

***Prewar shipments made to Philippines, Hawaii, Alaska
and South America—Bulk of exports entered United
States—Iceland and Greenland also received trees.***

Canadian Christmas trees are bringing pleasure to an increasing number of children in other lands, though the larger majority leaving this country each winter cross the frontier to the United States. The value of exports last year was \$1,297,223, which represented in its entirety purchases by people immediately south of the border. A small number was shipped to Iceland the previous winter, though it is possible that these were used to decorate the messes of personnel serving in that country. Statistics reveal that, in 1943, a few Christmas trees were exported to Greenland, presumably for the same purpose.

United States Largest Buyer

Eight countries purchased Christmas trees from Canada in 1938, the last complete peacetime year before the outbreak of hostilities, and eleven were in the market in 1937. While the United States imported the largest number, trees from this country went as far afield as Hawaii and the Philippines. Colombia and Venezuela also sought Christmas trees in Canada, while a small number went to Bermuda, British Guiana, Jamaica, Trinidad and Tobago, other islands of the British West Indies, Haiti and Puerto Rico. Seventy dollars' worth of Christmas trees even decorated the hearths of homes in Alaska. Christmas tree exports during the last ten years were as follows:

Christmas Tree Exports	
1936	\$ 336,025
1937	521,530
1938	418,239
1939	574,235
1940	551,532
1941	783,241
1942	601,832
1943	1,023,865
1944	1,136,445
1945	1,297,223

Substantial Increase in Prices Recorded by Forest Products

Eighty-two per cent advance since 1939 affects comparison of exports during that year and 1946—Wood products, valued at \$496·0 millions, lead all commodity export groups during first ten months of this year—Shipments surpass those of 1945.

By D. H. Fullerton, Research and Development, Dominion Bureau of Statistics

Forest products have regained their prewar position as the most important group of Canadian exports. Shipments of wood, wood products and paper during the first ten months of the current calendar year had a value of \$496·0 millions, which represents 27 per cent of total exports for the period. It will be noted in the table of exports by groups that shipments of forest products for the first ten months of this year exceeded in value those for the corresponding period last year. In fact, they constitute the only group that records a rise over the 1945 figures. Total exports from January to October were valued at \$1,868·1 millions, which compares with \$2,744·9 millions for the same period last year, and with \$743·7 millions on an average basis between 1937 and 1939.

Canadian Exports, by Commodity Groups

Principal Groups	1946	January-October	
		1945 (\$'000,000)	1937-39
Wood, wood products and paper	496.0	399.6	196.4
Agricultural and vegetable products	452.7	649.5	163.3
Animals and animal products	301.6	317.8	107.7
Non-ferrous metals and products	196.2	307.3	155.1
Iron and its products	191.8	520.6	53.2
Chemicals and allied products	56.6	99.3	18.2
Fibres, textiles and textile products	46.0	49.0	11.9
Non-metallic minerals and products	46.0	51.5	22.6
Miscellaneous commodities	81.2	350.3	15.3
Total exports	1,868.1	2,744.9	743.7

Rise in Prices Affects Export Values

These figures fail to present a true impression of the situation, however, as it is estimated that the export prices for wood products are 82 per cent higher this year than in 1939. The change in unit values, declared on the export entry forms, provides a fairly reliable guide to the changes that have occurred in the export prices of various types of Canadian wood products. A comparison of these unit declared values in the first ten months of 1946 with those of 1939, for the main items in the wood products group, confirms the widely held opinion that very substantial price increases have been recorded. The survey embraces planks and boards, woodpulp, pulpwood and newsprint, the aggregate value of which is more than 85 per cent of the total 1946 exports in the wood products group. The following table indicates the 1946 index of unit declared values for each of the four main sections, on the basis of 1939 values being equal to 100. The composite index, as shown, is 82 per cent higher than in 1939.

Principal Index Values During Current Year

	1946 Index	Weight
Planks and boards	233.3	22.4
Woodpulp	186.1	21.9
Pulpwood	207.6	6.0
Newsprint	154.0	49.7
Composite index	182.0	100.0

Indexes Based on Current Weights

The indexes given above are based upon current weights. In other words, the index is derived from a comparison of 1946 quantities, valued at 1946 and 1939 price levels. With the exception of newsprint, each single index shown above is a composite index of the various sub-groups, such as spruce, fir and pine planks and boards (nine items in all), bleached sulphite, sulphate and unbleached woodpulp (nine items in all), and poplar, other peeled, and other unpeeled pulpwood. In using this index, it should be noted that it is not a true price index, as the values declared on the export entry are subject to a variety of extraneous influences. They may include a proportion of freight charges, and may take into account variations in grade and quality, as well as trade allowances, for which no comparable price can be set. It should also be noted that some items of importance, exported in 1946, may not have been shipped abroad in 1939, invalidating any comparison for these particular items. With these reservations, the unit value price index does provide a guide to price increases, and is an indication of the proportion of the increased value of exports in the wood products group, which may be entirely attributed to the rise in prices.

Newsprint Largest Single Item

In the table below, recorded values for 1946 have been re-calculated on the basis of 1939 unit values. With the price inflation eliminated, a more accurate comparison is obtained of volume changes. It will be noted that, at 1939 prices, newsprint comprised approximately one-half the total value of shipments in this group for both years under review. The volume increase of fifty per cent in newsprint, from 1939 to 1946, is representative of the volume change for the group as a whole. Of the other items, only woodpulp showed any substantial quantitative changes, more than doubling in volume. In the table below, the composite index of 182.0 for the four main items has been applied arbitrarily to the remainder of the group.

Exports Compared with 1939 Unit Values

	Jan.-Oct. 1946 \$'000,000	Index of unit values (1939=100)	1946 exports in terms of	
			1939 unit values \$'000,000	Jan.-Oct. 1939 \$'000,000
Wood, wood products and paper (total).....	496.0	.....	279.3	197.3
Newsprint	211.4	154.0	137.3	93.2
Planks and boards	95.3	233.3	40.8	41.0
Woodpulp	92.9	186.1	49.9	23.6
Pulpwood	25.3	207.6	12.2	10.3
Shingles	8.6	182.0	4.7	7.3
Pit props of wood	7.2	182.0	4.0	0.1
Veneers and plywoods	9.7	182.0	5.3	1.3
Pulpwood, wallboard and paperboard.....	6.5	182.0	3.6	3.6
Books and printed matter	5.2	182.0	2.9	1.0
Other	33.9	182.0	18.6	15.9

Canadian Exports, by Commodities

	October 1945	October 1946 (Thousands of Dollars)	January-October 1945	January-October 1946
AGRICULTURAL AND VEGETABLE PRODUCTS..	73,130	60,880	649,539	452,663
Fruits	1,171	2,222	12,464	7,824
Fruits, fresh	1,014	1,978	8,838	5,955
Apples, fresh	360	1,719	2,401	2,682
Fruits, dried	5	....	1,158	35
Apples, dried	4	....	1,156	12
Fruits, canned	110	244	1,418	1,542
Fruit juices and fruit syrups	42	....	1,049	291
Nuts	30	....	210	38
Vegetables	1,026	855	15,177	10,441
Vegetables, fresh	616	576	7,771	3,031
Potatoes (except seed)	115	259	5,464	1,012
Vegetables, dried	267	....	4,758	3,345
Vegetables, canned	87	227	1,780	3,523
Pickles, sauces and catsups	55	52	869	542
Grains	53,407	38,200	428,556	224,815
Barley	1,641	4,228	23,317	4,670
Wheat	48,138	30,600	358,458	198,108
Milled products	8,469	10,332	90,712	113,781
Flour of wheat	8,021	9,304	82,800	106,483
Prepared foods and bakery products...	166	236	2,063	2,397
Biscuits and bread	57	25	901	236
Cereal foods, prepared	46	112	627	723
Farinaceous products, other	521	766	3,747	6,069
Vegetable fats, edible	152	169	1,191	1,488
Sugar and products	847	535	10,054	3,012
Sugar (refined)	1	33	2,623	123
Vegetable products, other, mainly food..	353	457	2,170	2,973
Beverages, alcoholic	2,640	2,937	23,169	29,690
Ale, beer and porter	360	326	4,250	3,822
Beverages, distilled	2,276	2,611	18,825	25,826
Whisky	2,149	2,366	17,913	23,985
Wines	4	....	94	42
Balsam	2	7	40	47
Oil cake and oil cake meal .....	....	....	18	58
Oils, vegetable, not edible	108	387	1,807	2,767
Linseed and flaxseed oil	100	371	1,736	2,517
Plants, shrubs, trees and vines	12	21	78	199
Rubber	1,532	1,658	28,217	17,639
Pneumatic tire casings	417	19	11,124	4,455
Inner tubes	64	2	1,040	615
Seeds	754	753	12,815	9,722
Seed potatoes	411	457	3,629	3,183
Tobacco	378	95	7,589	5,039
Tobacco, unmanufactured	207	90	6,411	4,672
Vegetable products, other, not food....	1,562	1,251	9,462	14,663
Hay	388	272	1,601	2,705
ANIMALS AND ANIMAL PRODUCTS	33,107	29,664	317,773	301,583
Animals, living	1,432	2,002	13,419	19,836
Cattle (except for stock)	529	1,039	5,948	9,267
Bones, horns and hoofs	32	66	243	289

Canadian Exports, by Commodities—Continued

	October 1945	October 1946	January-October 1945	January-October 1946
<i>ANIMALS AND ANIMAL PRODUCTS—Continued</i>				
	(Thousands of Dollars)			
Fish and fishery products, n.o.p.....	6,073	10,085	66,379	73,805
Fish, fresh and frozen	3,317	4,751	38,326	36,773
Fish, dried, salted, pickled, smoked..	1,165	1,637	9,347	10,922
Fish, canned or preserved	1,541	3,610	18,471	25,473
Furs	1,374	837	21,567	29,513
Undressed furs	1,271	695	20,681	28,321
Hair and bristles	117	95	701	1,044
Hides and skins, raw	79	153	279	1,593
Leather, unmanufactured	288	758	3,237	5,930
Leather, manufactured	392	890	2,929	7,803
Meats	9,948	8,072	129,497	105,011
Bacon, hams, shoulders, sides	4,546	3,487	82,033	55,090
Milk and products	8,209	4,509	34,601	29,925
Butter	323	126	1,820	1,600
Cheese	5,554	3,190	23,051	18,897
Animal oils, fats, greases and wax....	352	209	4,852	1,917
Animal products, other	4,811	1,989	40,069	24,919
Eggs in the shell	2,309	1,567	13,330	11,694
Eggs, processed	2,185	83	24,136	10,684
<i>FIBRES, TEXTILES AND TEXTILE PRODUCTS..</i>	<i>2,879</i>	<i>3,043</i>	<i>49,027</i>	<i>45,990</i>
Cotton	742	823	8,519	8,638
Cotton fabrics	420	541	4,342	4,285
Flax, hemp and jute	137	89	1,548	2,314
Fibre and tow	128	15	1,251	1,534
Silk	819	868	15,681	17,552
Wool	374	26	3,067	1,264
Wool, raw	483	536	8,226	6,334
Fabrics, artificial silk	241	177	1,281	2,083
Fibres and textiles, other	699	729	15,054	11,152
<i>WOOD, WOOD PRODUCTS AND PAPER</i>	<i>46,431</i>	<i>62,940</i>	<i>399,636</i>	<i>495,975</i>
Wood, unmanufactured	18,254	25,860	137,349	163,032
Logs	96	161	2,035	2,231
Planks and boards	11,345	16,000	80,480	95,305
Timber, square	139	57	814	665
Shingles	722	1,433	6,729	8,633
Pulpwood	2,543	4,346	19,774	25,331
Wood, manufactured	9,721	10,903	92,789	99,364
Wood pulp	9,218	10,179	88,524	92,929
Paper	17,900	25,535	165,350	228,400
Newsprint paper	16,026	24,005	145,546	211,396
Books and printed matter	556	642	4,148	5,179
<i>IRON AND ITS PRODUCTS</i>	<i>20,200</i>	<i>10,658</i>	<i>520,569</i>	<i>191,824</i>
Iron ore	306	769	2,232	3,680
Ferro-alloys	1,395	518	13,801	7,339
Pigs, ingots, blooms, billets	821	....	4,370	3,147
Scrap iron	37	3	333	142
Castings and forgings	56	210	6,253	1,527
Rolling mill products	958	332	9,294	5,895
Pipes, tubes and fittings	323	40	2,622	1,000
Wire	178	8	2,421	618
Chains	14	7	193	148
Engines and boilers	2,545	237	18,382	22,234
Farm implements and machinery	1,280	1,861	16,673	24,737
Hardware and cutlery	361	300	3,437	3,455
Machinery (except agricultural)	1,664	2,083	17,248	11,885
Stamped and coated products	17	33	227	316
Tools	279	58	1,614	890
Vehicles, chiefly of iron	8,922	3,957	333,173	97,563
Automobiles, freight	5,784	2,263	199,238	37,819
Automobiles, passenger	2	385	54	10,673
Automobile parts	604	1,065	91,820	17,209
Iron products, other	1,043	242	88,297	7,217
<i>NON-FERROUS METALS AND PRODUCTS.....</i>	<i>31,878</i>	<i>14,030</i>	<i>307,317</i>	<i>196,160</i>
Aluminum	16,829	1,852	124,053	40,158
Bars, blocks, ingots, blooms.....	16,396	1,231	113,519	34,746
Brass	263	157	3,891	2,851
Bars, ingots, rods, strips.....	18	....	2,329	532
Copper	4,794	1,174	29,199	29,215
Ingots, bars, cakes, slabs, billets....	4,284	682	21,867	22,482
Rods, strips, sheets, plates, tubing...	9	347	1,493	3,009

Canadian Exports, by Commodities—Concluded

	October 1945	October 1946	January-October 1945	January-October 1946
NON-FERROUS METALS AND PRODUCTS—Continued (Thousands of Dollars)				
Lead	297	974	6,193	14,200
Nickel	3,571	4,640	47,394	46,276
Precious metals (except gold)	1,520	1,530	14,522	16,192
Zinc	1,388	1,765	15,517	21,516
Clocks and watches	105	36	748	1,045
Electrical apparatus	1,503	1,228	56,907	18,175
Radio and wireless apparatus	407	641	33,898	8,942
Printing materials	2	3	19	26
Non-ferrous metals, other	1,608	673	8,875	6,503
Cobalt alloys	19	30	1,217	281
Cadmium .....	....	121	323	559
Selenium and salts	54	100	653	1,081
NON-METALLIC MINERALS AND PRODUCTS..	5,430	5,337	51,533	45,973
Asbestos	1,695	2,213	19,179	19,928
Asbestos milled fibres	1,193	1,426	13,751	13,391
Clay and products	72	60	483	845
Porcelain insulators	40	1	240	362
Coal and products	641	711	5,784	5,801
Coal	565	651	4,470	4,903
Coke	46	48	682	563
Glass and glassware	60	59	396	1,004
Graphite	21	10	107	115
Mica and products	19	11	272	186
Petroleum products	1,544	671	10,216	3,512
Gasoline	1,212	208	7,966	1,150
Stone and products	1,206	1,503	12,483	12,405
Abrasives, artificial, crude	980	1,078	10,266	9,409
Non-metallic minerals, other	172	99	2,614	2,177
Carbon and graphite electrodes	55	1	765	384
CHEMICALS AND ALLIED PRODUCTS.....	7,617	5,780	99,328	56,567
Acids	111	141	2,626	1,737
Alcohols, industrial	197	3	5,333	104
Cellulose products	11	21	124	210
Toilet preparations	159	39	1,426	606
Medicinal and proprietary preparations	392	553	5,142	4,629
Explosives	1,671	47	29,166	217
Fertilizers	2,681	2,907	24,119	27,240
Paints and varnishes	387	430	3,370	3,401
Soap	496	111	3,137	1,940
Inorganic chemicals, n.o.p.	953	644	11,077	7,357
Calcium compounds, n.o.p.	490	132	3,229	2,580
Soda and sodium compounds.....	226	429	4,785	3,674
Chemical products, other	559	883	13,808	9,128
MISCELLANEOUS COMMODITIES	7,230	11,817	350,145	81,360
Amusement and sporting goods, n.o.p.	130	206	905	1,316
Brushes	108	59	718	872
Containers, n.o.p.	243	136	1,432	2,177
Household and personal equipment, n.o.p.	522	529	3,394	5,582
Pens, pencils and parts	200	170	1,210	1,881
Refrigerators, electric.....	4	10	12	33
Mineral and aerated waters .....	....	1	2	42
Musical instruments	12	14	124	165
Scientific and educational equipment...	305	250	9,104	2,712
Films	188	226	1,859	2,203
Ships and vessels	180	4,843	12,657	17,151
Vehicles, n.o.p., chiefly aircraft.....	2,083	970	105,631	6,545
Paintings	8	6	32	41
Miscellaneous commodities, other	3,640	4,802	216,145	44,758
Cartridges	30	14	174,677	629
Electrical energy	650	586	6,337	6,154
Total*	\$227,901	\$204,150	\$2,744,867	\$1,868,094

*October totals include exports of items mainly for war purposes such as tanks, military vehicles, shells, guns, metals, explosives, aircraft, Red Cross supplies and Canadian army stores valued at \$83,000 in October, 1946, and \$46,805,000 in October, 1945. The percentage of war materials in other items cannot be ascertained.

Limited Market In South Africa Seen for Paints and Enamels

Great Britain and the United States furnish bulk of imported requirements—Canada sold fair quantity to Union in 1940—Domestic production has increased.

By British Empire Section, Foreign Trade Service

Johannesburg, November 19, 1946 (FTS).—There is a limited market for good quality varnishes and enamels in South Africa, even though local production of paints generally has increased during the last few years. In 1937-38, the production of ready-mixed oil paints amounted to 15,245,188 pounds, valued at £355,584, while in 1941-42, the last year for which information is available, the production was 22,146,862 pounds, valued at £813,819. Water paints and distempers, produced in the 1937-38 period, totalled 4,033,071 pounds, valued at £56,195, while the 1941-42 production figures were 6,218,335 pounds, valued at £96,471. Varnish production in 1937-38 amounted to 134,413 gallons valued at £45,032, as compared with 142,685 gallons valued at £60,384 during 1941-42.

Distempers Obtained Mainly from U.S.A.

In the past, distempers have been imported mainly from the United States with fair amounts being supplied by the United Kingdom. Sheep-marking oils have been purchased almost entirely from the United Kingdom, as have the stains and the bitumen paints. Imports of other ready-mixed paints have been divided almost equally between the United Kingdom and the United States, although small quantities came from Canada. Canada's largest exports of ready-mixed paints to South Africa were in 1940, when they were valued at £15,557. In 1943, imports from Canada were nil.

Demand for Second-Grade Paints

Inquiries indicate that business in imported ready-mixed paints has been almost exclusively confined to three general classes of trade. Imported second-grade paints of good quality have been able to find a demand as a result of low price, usually made possible because the manufacturers disposed of their higher-priced grades elsewhere. This class of paint made up only a small proportion of the total and came mainly from the Netherlands prior to the war. The second class includes specialty paints, which South African manufacturers have not yet included in their production. The third class, and by far the most important, includes those branded paints of overseas origin which have been established on this market for some time and which sell on name and reputation rather than price. These make up the greater part of the importation of ready-mixed paints and varnishes, and, in the case of the United States, at least, they include a high proportion of nitrocellulose lacquers.

Imports of Paints into South Africa

	1937	1938	1939	1940	1941	1942	1943
Distempers and water paints	£ 49,664	£ 43,739	£ 48,889	£ 32,007	£ 35,347	£ 8,651	£ 76
Sheep-marking oils ..	2,595	1,871	2,895	2,515	1,359	869	1,525
Stains and bitumen paints	16,541	18,256	12,103	14,896	8,910	3,171	4,732
Ready-mixed paints, other	261,904	248,316	240,676	255,601	255,299	113,084	36,543
Total	£330,704	£312,182	£304,563	£305,019	£300,915	£125,775	£ 42,876

Boxed Nova Scotia Apples Share Market With Familiar Barrel

New technique in picking, handling, grading and packing being acquired to meet requirements—Government assisting Annapolis growers in providing cold storage facilities.

By T. N. Beaupré, Export Division, Foreign Trade Service

For many years progressive growers and government officials have advocated the desirability of introducing the apple box into Nova Scotia. However, the barrel was the historic container, and the introduction of any new method was bound to encounter a great many difficulties.

The box pack is a more expensive pack, and in order to sell it to the public, it must be a high quality product. In Nova Scotia, it meant that only a few of the two hundred odd varieties would be acceptable. It meant that a new technique in picking, handling, grading and packing would have to be acquired. It meant that efficient cold storage was practically a requisite. It is therefore a tribute to the people of the Annapolis Valley that high quality boxed apples are now appearing on the market, bearing the famous Evangeline Brand, a product of the N.S. Apple Marketing Board.

Government Assisting Annapolis Growers

The Hon. A. W. Mackenzie, N.S. Minister of Agriculture, has announced that the provincial government has budgeted \$1,000,000 to loan Annapolis Valley growers to aid in the financing of cold storage facilities. Under this plan one-half the cost of the completed construction will be provided at 3 per cent interest with the principal repayable over a term of years. The United Fruit Companies of Nova Scotia was the first organization to take advantage of the policy, and its cold storage and box packing plant at Coldbrook is now in operation. This is the first of a series of such storages planned by this company to look after the needs of growers. Lawrencetown and Falmouth have been mentioned as possible points for the next two plants, and it is expected that other locations in order of urgency will soon be chosen for the orderly development of this policy.

Modern Cold Storage Plant near Coldbrook

Located on the Post Road, four miles west of Kentville, near Coldbrook, the new cold storage plant is reputed to be the most modern of its kind in North America, and is ideally situated on the Dominion Atlantic Railway so that it can easily handle the crop by road or by rail. The capacity of the plant is 838,588 cubic feet with refrigeration space of 663,802 cubic feet, divided into five separate chambers. Allowing ample space for corridors and ventilation between the rows of boxes, the net storage capacity of the plant is estimated at 150,000 boxes.

A major problem in producing a satisfactory box pack was the training of packing crews, but local help is fast becoming proficient under the guidance of three key personnel who have been brought in from British Columbia and Washington State, and who are in a position to contribute a wealth of knowledge and experience to the new enterprise.

First Consignment of Boxed Apples Satisfactory

Two thousand boxes of McIntosh Reds, grown and packaged in Nova Scotia, arrived in Liverpool aboard the S.S. *Robert Maersk* during the early part of November, according to a despatch received from W. B. Gornall, Commercial Secretary for Canada (Agricultural Specialist) in London. This consignment, which was the first received from Nova Scotia in boxed form, arrived in good condition, and was suitable for sale to wholesalers at the highest maximum price of 22 shillings per box. The shipment was fairly widely distributed in small lots to Shrewsbury, Derby, Crewe, Bolton, Chesterfield, Rugby, Nuneaton and the Isle of Man.

Caustic Soda Required by Many Leading Industries in Mexico

Used in manufacture of soap, petroleum, textiles and vegetable oils—Bulk of requirements filled by United States—Domestic production is small, but should be higher next year.

By D. S. Cole, Commercial Counsellor, Canadian Embassy

(One metric ton equals 2,204 pounds)

Mexico City, November 23, 1946.—Mexico requires increasing quantities of caustic soda, due to the fact that production in the soap, petroleum and textile industries has risen in recent years. Consumption of caustic soda this year is estimated at 30,000 metric tons, having a value of between \$1,400,000 and \$1,600,000. It is expected that 64 per cent of this will be required by the soap industry, 14 per cent in the petroleum industry, 10 per cent in the manufacture of textile products, 8 per cent in processing vegetable oils, and 4 per cent by miscellaneous industries.

Domestic Production Limited

Domestic production is small, amounting in 1945 to 1,200 metric tons. Practically all the local product is purchased by Petroleos Mexicanos, the government oil monopoly. It is expected that the domestic supply in 1947 will be in the vicinity of 5,000 metric tons, and that this figure will be even higher in 1948. Plans have been made by the government for reclaiming the bed of Texcoco Lake, situated near Mexico City. A contract has been signed for the erection and operation of a plant for the production of soda ash and caustic soda, obtained from these lake-bed deposits, and it is likely that this will be in production during the middle of 1947.

United States Monopolizes Market

Imports of caustic soda in 1944 amounted to 22,310,818 kilograms, valued at 6,072,362 pesos, compared with 20,088,957 kilograms, valued at 5,146,223 pesos, in 1941, and with 16,545,263 kilograms, valued at 3,399,813 pesos, in 1938. The United States practically monopolized the market during the years under review, though Germany furnished 22,731 kilograms and the United Kingdom 3,294 kilograms in 1938. The import figures reveal that Japan was credited with 4,875 kilograms in 1944, during the heat of hostilities in the Pacific. Imports during the last seven years averaged 195,000 metric tons.

It is doubtful whether Canada will ever prove a factor in this market for caustic soda, due to her limited sources of supply and the current demand. It is evident, however, that a very fair price would be obtainable, if it was possible to make supplies of this product available.

Exports of Dutch Dairy Products Far Below Prewar Figures

Shipments of condensed milk and cheese lower—Shortage of mature cattle, fodder and fertilizer restricts meat exports—Fewer flower bulbs being sent abroad, due to foreign exchange difficulties—Seeds and seedlings being shipped.

By J. A. Langley, Commercial Counsellor, Canadian Legation

The Hague, November 4, 1946.—Dutch exports of condensed milk will amount to 12,000 tons in 1946, according to the latest estimate, as compared with 143,000 tons in 1939. Holland should be in a position to export 7,000 tons of cheese, which is also far below the prewar shipments of 52,000 tons. Meat exports are not being considered for the present. This situation is attributed to the number of young animals in Holland's cattle herds, which suffered most of any branch of agriculture. The shortage of fodder and fertilizers has also restricted the increase of production. Moreover, domestic consumption of dairy products has increased, owing to the critical world fat position.

Seeds and Seedlings Are Leading Items

Seeds and seedlings, which go chiefly to Belgium and France, with some to Spain, Italy, Austria and Sweden, occupy a prominent position in the list of exports at present. Shipments this year already exceed the peak prewar figures, both in volume and value. Exports of horticultural seeds do not come up to expectations, and their price level must be revised. The market for potatoes, especially in Germany and France, is developing satisfactorily.

Flower Bulb Shipments Half Normal Figure

Exports of flower bulbs will, in 1946, amount to some 50 per cent of the prewar average of between 40,000 and 45,000 tons. Difficulties are being experienced in making shipments, as many countries fail to allocate foreign exchange for "luxuries". For instance, England this year accepted only 7,000 tons, as compared with the prewar average of 20,000 tons.

Fish Exports Below Estimate

Holland has also experienced difficulty in exporting 100,000 tons of winter vegetables to the British Occupied Zone of Germany. England, Belgium and Czechoslovakia are important customers for winter vegetables, but shipments to France are reported unsatisfactory. The export of pulses, especially to England and Czechoslovakia, has fallen behind the estimated figures, owing to the poor crop. It is also reported that fish exports have fallen far behind the estimated quantities.

German Industrial Production Showing Seasonal Decline

Stocks of hard coal at the mines in the British and French Zones declined to new low of 700,000 metric tons, involving conservation measures—Daily output reached postwar peak—Manufacture of paper products increased.

By European Section, Foreign Trade Service

Economic conditions in Germany during the month of September showed moderate gains in certain consumer products, while in respect of others the favourable trend of recent months was reversed. The output of motor trucks rose from 440 units in August to 630 in September. Manufacture of paper and paper products increased five per cent to 18,000 tons; furniture jumped eighteen per cent to RM. 8,784,000, roofing paper gained fifteen per cent to 1,044,000 square meters, and sulphuric acid production expanded thirteen per cent to 3,400 tons.

U.S. Cotton Aids Textile Industry

Monthly increases in production also occurred in lumber, machinery—construction and agricultural—bearings, abrasives, technical porcelain, and textiles. In textiles, the output of cotton yarn rose six per cent to 2,064 tons, not far from the postwar monthly peak of 2,105 tons in July. About half of the 50,000 tons of U.S. cotton being imported under the self-liquidating program has already arrived in Germany and is being distributed promptly to mills in the U.S. Zone.

Output of Many Products Reduced

However, the output of a number of other products in September showed a downward trend. Calcium carbide dropped twelve per cent to 14,800 metric tons. Following a decline in August, output of tires and tubes for automobiles and trucks declined further in September, reflecting shortages of natural rubber and tire cord. Other declines in September included electric motors, cyanamid, paints and varnishes, acetone, flat glass, clothing, technical leather, and repairs on railway passenger cars.

Coal Production Improved

With two fewer working days in September, the output of hard coal in all four zones totalled 5,500,000 metric tons in September as against 5,830,000 tons in August. On a daily basis, the production of hard coal in September increased from 216,000 tons in August to 220,000 tons. This moderate rise was accounted for chiefly by British and French mines and reflected the first results of the four-power drive to build up coal output by granting miners increased food rations, higher pay, more consumer goods, and better supplies of machinery and equipment.

Daily production of hard coal in September was actually a new postwar high, exceeding slightly the previous daily peak of 217,000 tons attained in February. As an offset, however, stocks of hard coal at mines in the British and French Zones continued their steady decline and reached a new low of some 700,000 metric tons as of September 21. Announcement to this effect emphasizes the need for coal conservation, both by American personnel and in German industrial establishments.

Industrial Activity Shows Seasonal Decline

For most industries, September was largely a month of marking time. As in the past, manufacturing activity during the month was typified by steadily shrinking stock-piles, irregular supplies of raw materials and fuel, and the use of old and run-down machinery. In conjunction with the onset of colder weather, with its greater demands on manpower, machinery and transportation equipment, September production suggests that the unbroken expansion of industrial activity in the U.S. Zone during the current year is now starting a seasonal decline.

Britain Advocates Restoration of Japanese Light Industry

Sir Stafford Cripps favours Japanese participation in international trade—War potential and feudal control of industry to be broken—Raising of Japan's standard of living would help eliminate unfair competition.

Sir Stafford Cripps, President of the British Board of Trade, stated that the United Kingdom favours allowing Japan to rebuild economically so that she may become internationally solvent, in reporting to the House of Commons on the work of the Far Eastern Commission, now sitting in Washington. This commission, composed of eleven Allied countries with interests in the Far East, is responsible for the policy towards Japan.

The President of the Board of Trade stated that, in restoring Japan's economy, the first consideration was to prevent her from making war. Japan is an industrial country, possessing few raw materials of her own. With overseas assets and her empire lost through the war, her 80,000,000 people on the home islands must now export to survive. This means that, if her heavy industries are severely curtailed, she must concentrate on her lighter industries, including textiles, if she is to become self-supporting.

Japanese Living Standard to Be Raised

Sir Stafford pointed out that much of Japan's prewar competition derived its effectiveness from low standards of labour and from government manipulation of exchange subsidies. This situation damaged the export trade of countries, such as Britain, whose standards were high. The British policy is to eliminate such unfair competition, not only with Japan, but wherever it arises, by international agreement. The forcible elimination of the oligarchic corporate system of industry in Japan should allow the country to achieve a higher standard of wages and living that go with more democratic development.

Britain does not consider it practicable to cut out Japanese competition in other export industries unconnected with her war potential. To do so would mean that Japan would require permanent foreign subsidies, a contribution which other nations would not likely offer, and which Britain could not undertake. Sir Stafford concluded that the solution of Britain's export problems lay in the efficiency of her own production, and in an increased flow of international trade in which all could share effectively.

Boxed Pears Shipped to London

Saint John, N.B., December 1, 1946—More than 1,100 tons of boxed pears and 961 tons of meats were loaded aboard the Canadian Pacific cargo liner *Beaverglen*, which sailed to-day for London. She also carries 1,000 tons of copper, 1,000 tons of lead, 500 tons of zinc, 400 tons of liner board, 122 tons of pulpwood, 250 tons of mail and other commodities in smaller quantities.

Soviet Union and Sweden Sign Credit and Barter Treaties

Sweden to deliver machinery and equipment valued at \$278.5 million, on credit—Agreement made to barter manufactures for raw materials—Both treaties to extend over five-year period.

Sweden and Russia have entered a trade agreement, which was signed in Moscow on October 7, and has now been passed by the Swedish Riksdag. The agreement consists of two different treaties, one dealing with Swedish credits to Russia, and the other with mutual trade between the two countries. Sweden's exports represent about one-fifth of her production, and under the two treaties she will export between 10 and 15 per cent of this amount to Russia. In 1945, nearly 19 per cent of Sweden's exports went to Norway, close to 16 per cent to Great Britain, and more than 13 per cent to the United States.

Sweden is to grant Russia a credit of 1,000 million kronor (\$278,500,000), to be used during a period of five years, although some Swedish deliveries will not be made until the sixth year. In principle, a credit of 200 million kronor is to be advanced annually, but transfers from one year to the next may be made, provided the credit does not exceed 300 million kronor in any one year. The Swedish credit is to be repaid within 15 years, and the annual interest rate will be 3 per cent. During the first three years, however, no interest will be charged. Due to this and other stipulations, the actual rate will be only $2\frac{2}{3}$ per cent.

Sweden Delivers Machinery On Credit

Sweden's deliveries on credit comprise the following sixteen items: Water turbines, generators and other equipment for electrical power stations, representing a total capacity of 265,000 kw; complete steam power plants, with a total capacity of 250,000 kw; various electrical equipment, valued at 47 million kronor; equipment for extraction and concentration of ores, valued at 200 million kronor; equipment for ore prospecting, valued at 42.5 million kronor; machinery for peat extraction, costing 25 million kronor; equipment for the mechanization of forestry operations, 17 million kronor; equipment for housing construction and the production of housing materials, 90 million kronor; equipment for chemical industries, 22.5 million kronor; 300 steam locomotives of the Russian Dekapod type; 45 fishing trawlers; 50 motor freight-schooners; equipment for laboratories, valued at 10 million kronor; welding machinery, 5 million kronor; fuel injection pumps, 2.5 million kronor; and electric high-pressure fittings, valued at 10 million kronor.

Five-Year Barter Agreement Made

The mutual trade agreement between Sweden and Russia constitutes a five-year prolongation of the treaty concluded in September, 1940. Reciprocal deliveries of goods are estimated at 100 million kronor (\$27.85 millions) in each direction, for the period up to December 31, 1947. Quotas for Swedish deliveries to the Soviet Union consist of various kinds of high quality steel and steel products, drilling pipes, steam boiler tubes, drilling steel, materials for the manufacture of ball bearings, ball and roller bearings, optical and measuring instruments, and spare parts for turbo-generators. Sweden will also deliver agricultural and fisheries products, such as horses, breeding stock and herring.

Russian Raw Materials to be Exchanged

In return for these, the Soviet Union will send to Sweden various kinds of raw materials, such as chromium and manganese ore, asbestos, gypsum, nickel, silver, platinum, mineral oils and certain products thereof, cotton and flax. Russia will also deliver certain quantities of pig iron and rolling mill products, which will be used for the manufacture of equipment that Sweden will deliver to Russia on credit. The Soviet Union is also to supply Sweden with fertilizers, such as apatite and potash, previously obtained from Germany.

Reports on German Scientific and Technical Activities Available

Sixth list of reports on industry and developments in the Reich, obtainable on loan from the National Research Council—Teams of specialists, including Canadians, toured Germany after conclusion of hostilities.

Canadian, British and American teams of specialists have toured Germany since the conclusion of hostilities in an effort to uncover scientific and technical information formerly withheld from other countries. These groups of investigators have visited Germany under the auspices of the Combined Intelligence Objectives Subcommittee (CIOS), the British Intelligence Objectives Subcommittee (BIOS), and the Field Information Agency, Technical (FIAT).

Copies of their reports on German technical developments and controlled industry may be secured on loan from the Liaison Office, National Research Council, Ottawa. The "targets", or subjects under investigation, are so numerous that it would not be practicable to list them in a single issue of the *Commercial Intelligence Journal*. However, as a service to readers who may be interested in obtaining reports that might possibly furnish them with information concerning their own activities, a limited number will be listed each week. The fifth list appears in this issue.

In order to facilitate the location and provision of these reports, reference numbers should be quoted when application is submitted to the National Research Council for any particular report or document. In view of the limited number of copies available, it has been requested that these should be read and returned to the National Research Council with a minimum of delay. It will be noted that the reports are classified, though this does not necessarily indicate there are no others on the subjects noted. Additional reports are being prepared, and will be listed from time to time as they become available.

Kindly mention the *Commercial Intelligence Journal* in submitting applications for reports, in order that it may be determined whether this service is of material value to readers.

	Title	Reference No.
METALLURGY—		
	Aluminum Woerwerke, Erbtwerke, Gravenbroich	XXII-4
	Electro Schmelzwerke, A.G., Kempten, Allgau, Bavaria. (Ceramics and carbide)	XXVI-35
	Light metal production and development for aircraft, I.G. Farbenindustrie, Bitterfeld, Germany	XXVI-60
	Manufacture of steel tubing by hot extrusion at Mannesmann Rohrenwerke, Annen/Witten, Ruhr, Germany. Target of opportunity....	XXVII-88
	Visit to Heraeus Vacuumschmelze A.G., Hanau a.M. (Gruner WEG 37). (Manufacture of high quality metallurgical products).....	XXVII-95
	Stahlwerk Krieger, Oberkassel. (Foundry and ingot producing unit)..	XXVII-100
	Report on German machinery spring industry	XXVIII-15
	Final report on the investigation of the X-ray industry in Germany....	XXVIII-31
	Report on German magnesium forging industries	XXVIII-37
	Luftwaffe Research Institute—Bad Blankenburg. (Radio research)...	XXVIII-39
	Report on Fried-Krupp, A.G., Grusonwerke, Magdeburg. (Iron foundry)	XXVIII-64
	Report on Rudolf Rautenbach, Werningerode, Harz Mountains. (Production of aluminum and magnesium castings).....	XXVIII-65
	Visit to W. C. Heraeus, G.m.b.H., Hanau a.M. (Precious metals and quartz products)	XXVIII-67

Production and fabrication of magnesium alloys, I.G. Farbenindustrie, Bitterfeld and Aken	XXIX-3
Metal fabrication at Mansfeld A.G., Kupfer und Messing Werke, Hettstedt, Thuringen, Germany	XXIX-18
Aluminum reduction and scrap recovery at the Erftwerk of the Vereinigte Aluminum-Werke, A.G., Grevenbroich, Rheinland, Germany	XXIX-19
General summary report on alloy steel developments (especially high temperature alloys) in Germany	XXIX-23
Ruhrstahl, A.G., Annener Works, Witten-Annen. (High quality castings and forged die blocks)	XXIX-26
Developments in tool, die and special steels.....	XXIX-29
Hermann Goering Steel Works, Paul Pleiger Hutte, Stahlwerk Braunschweig	XXIX-30
Refractories in turbine blades plus miscellaneous applications.....	XXXI-22

Trade and Tariff Regulations

New Import Quota for Spark Plugs in Eire

Dublin, November 27, 1946—(FTS)—For the period November 1, 1946, to April 30, 1947, the government of Eire will allow imports of 4,000 spark plugs and components thereof. This quota is the same as that fixed for the previous six-month period, under the Control of Imports Acts, 1934 and 1937.

U.K. Admits Drugs and Gherkins Under Open Licence

London, November 25, 1946—(FTS)—The British Board of Trade has announced an Open General Licence, effective December 1, 1946, for the importation from any country of the following drugs and the like, raw or simply prepared:

Aloes, cape; aloes, Curaçao; aloes, secetrine; araroba; arnica flowers and rhizomes; balsam of copaiba; balsam of Peru; balsam of tolu; calabar beans; calumba root; cannabis indica; cascara bark; chaulmoogra oil; colchicum corm; colchicum seed; dandelion root; ephedra herb; ergot of rye; euphorbia herb; gentian root; guaiacum gum; henbane, Egyptian; horehound; hydnocarpus oil; jaborandi; jalap, Mexican; krameria; lavender flowers; lemon peel, dried; lime tree flowers; liquorice juice; liquorice root, natural; liquorice root, peeled; male fern; mastic gum; orange peel, dried; orris root; podophyllum emodi; quince seeds; rhubarb, Chinese; sarsaparilla; scammony root, Mexican; senega root; senna leaves, alex; senna pods, alex; squills, white; storax; stramonium leaves; uva ursi.

In addition, gherkins in vinegar or dill may be imported from any country under Open General Licence, effective December 1, 1946.

"Token" Shipment Procedure Amended

The United Kingdom authorities have announced an amended procedure in respect of the issue of import licences against 1946 token import quotas. In accordance with this new procedure, import licences against 1946 quotas will continue to be issued up to February 28, 1947. Each shipment must reach the United Kingdom within the period of validity—normally three months—of the covering import licence.

This announcement offers substantial relief to firms, which had anticipated considerable difficulty in making shipment against their 1946 token import quotas within the time limits previously prescribed. It should be of particular interest to those whose quotas were established subsequent to the publication of the second or later lists of products eligible for token shipment to the United Kingdom.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

136. **Mexico**—Tecnica Industrial, S.A., Cuauhtemoc al Norte, Monterrey, N.L., which represents several Mexican companies, wishes to act as direct buying agents for the following commodities: Kraft paper, woodpulp, machinery for making corrugated shipping containers, hide glue, paper making machinery, paper making rosin, malting barley, malt, caustic soda, label gum, anhydrous ammonia, brewer's rice, lithographic inks, punch presses, steel mill equipment, firebrick and electrodes for steel making electric furnace. File: 19838
137. **South Africa**—A. E. Linnell, 22 Harrower Road, Port Elizabeth, leather merchant and manufacturers' agent, with seventeen years' experience in sales of leather, and findings to shoe industry, desires agency for Canadian shoe shanks for men's shoes. (File: T.E. 123.)

New Zealand Requires Electric Equipment

Wellington, November 26, 1946—(FTS)—Tenders have been invited by the New Zealand State Hydro-Electric Department for the supply and delivery of the following electric equipment:

One 10,000 k.v.a. 110/11 k.v. transformer bank and spare units for the Wanganui sub-station. Contract No. 10, section 229, Palmerston North. The closing date for this tender is February 4, 1947.

Switchgear and steelwork 110 and 33 k.v. for Halfway Bush sub-station. Contract No. 11, section 197, Christchurch. The closing date for this tender is February 11, 1947.

Four 33 k.v. 750 MVA circuit breakers for Halfway Bush sub-station. Contract No. 12, section 199, Christchurch. The closing date for this tender is February 11, 1947.

Tenders for these contracts close with the Secretary, Tenders Committee, State Hydro-Electric Department, on the above dates. Specifications for the contracts are open for inspection by interested Canadian firms, on application to the Department of Trade and Commerce, Ottawa. Quote file No. 29048.

Postal and Cable Rates in China Increased

(CNC\$3,500 equals US\$1.00)

Nanking, November 2, 1946 (FTS).—The Supreme National Defence Council has approved an increase in postage and cable rates, effective October 23, 1946. Postage on ordinary letters has been increased from \$20 to \$100 (Chinese National Currency), while commercial cable rates have been raised from CNC\$20 per word to CNS\$200 per word. Corresponding rates have been increased accordingly.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Calgary—Board of Trade.

Edmonton—Can. Manufacturers' Association.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Montreal—Montreal Board of Trade.

Quebec City—Board of Trade.

Saint John—Board of Trade.

Toronto—Can. Manufacturers' Association.

Vancouver—Can. Manufacturers' Association.

Victoria—Dept. of Trade and Industry.

Winnipeg—Can. Manufacturers' Association.

Paul Sykes, of Ottawa, formerly Canadian Trade Commissioner in Bombay, has been appointed Canadian Trade Commissioner in Singapore. His territory will include the Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo and the Netherlands East Indies. He will resume his Canadian tour in Toronto on November 11, and will proceed to his new post on its conclusion.

Paul Sykes

(Appointed Trade Commissioner at Singapore)

Vancouver—December 2-14.

Edmonton—December 17.

Postwar Edition of Canada Year Book Presents Valuable Data

Official compendium, for nearly eighty years, of information on resources, institutions, social and economic conditions of country—Organization of Foreign Trade Service outlined—Available to all Canadians through public libraries, should supply be exhausted.

Official compendium, for nearly eighty years, of information pertaining to the resources, institutions, social and economic conditions of this country, the Canada Year Book (1946) makes its appearance as one of the most welcome additions to the shelves of the commercial community. The chapter on external trade has been materially changed, and extensive reference has been made to conditions affecting commerce throughout the world, and the relation of Canada to these. Following reorganization of the Department of Trade and Commerce, in an effort to furnish improved facilities to exporters and importers, a review of the Foreign Trade Service has been incorporated. This should prove useful to businessmen contemplating expansion of their domestic market to the foreign field. Commodity statistics and analyses of Canadian Trade provide a clear conception of the manner in which merchandise flows between this and other countries, and reveals changes in the volume recorded over a period of years. While these may appear uninteresting to the average reader, they furnish the basis of market analysis for those who are seriously engaged in developing their external trade relations.

New Aspects of Internal Trade Discussed

The chapter on internal trade contains several new features. Wartime controls affecting the distribution of commodities are discussed, especially as these may be related to the former Department of Munitions and Supply and the Wartime Prices and Trade Board. A section has been devoted to the consumption of food, which is considered of interest by reason of rationing regulations. The final results of the Census of Merchandising and Service Establishments, as derived from the Census of 1941, are given in this chapter. Material improvements have been made, since the first Census of this character was taken in 1931, but the two sets of figures have been brought into unison. Because of its economic importance and the public interest displayed in co-operatives, a section has been devoted to the Royal Commission on Co-operatives.

Special Articles Incorporated

Special articles have been incorporated, as follows:

- (a) The relation of hydrography to navigation and the war record of the Hydrographic and Map Service.
- (b) The British Commonwealth Air Training Plan—A summary of the R.C.A.F.'s major role in the war of 1939-1945.
- (c) Canadian agriculture during the transition period.
- (d) The outlook for the mineral industry in relation to the economic development of Canada.
- (e) The report of the Royal Commission on Co-operatives.
- (f) A review of the activities of the Wartime Prices and Trade Board.
- (g) The coal deposits and coal resources of Canada.

Contents Furnish Wide Variety of Information

The thirty-three chapters deal with the following subjects: Physiography, History and Chronology, Constitution and Government, Population, Vital Statistics, Immigration and Colonization, Survey of Production, Forestry, Fur Resources and Fur Production, Fisheries, Mines and Minerals, Power Generation and Utilization in Canada, Manufactures, Construction, External Trade, Internal Trade, Transportation and Communications, Labour, Welfare Services, Public Health and Related Institutions, Postwar Reconstruction, Prices, National Accounts and Public Finance, Currency and Banking—Miscellaneous Commercial Finance, Insurance, Education and Research, Rehabilitation of Ex-Service Personnel, National Defence, Judicial and Penitentiary Statistics, Miscellaneous Administration, Sources of Official Statistical and Other Information, and the Annual Register. A comprehensive index is provided, and the volume contains a number of maps and diagrams to support the text.

Distributed Free to Canadian Libraries

The first postwar edition, edited by A. E. Millward with the assistance of personnel in the Dominion Bureau of Statistics, is the first produced under the direction of Herbert Marshall, Dominion Statistician, who explains in his preface that, "in recent years, supplies have been exhausted within a few months of the appearance of the respective editions". He believes that such a public report should be accessible to every Canadian taxpayer, to which end a free distribution is made to every public library in Canada, so that the citizen who does not own a copy may have access to material contained therein. The Canada Year Book is published by authority of the Hon. James A. MacKinnon, Minister of Trade and Commerce.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operators, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Halifax

Destination	Loading Date	Vessel	Operator or Agent
Africa-South—			
Cape Town.....	December 16 January 17	<i>Cumberland County</i> <i>A Ship</i>	Montreal Shipping Montreal Shipping
Port Elizabeth.....			
East London.....			
Durban.....			
Belgium—			
Antwerp.....	December 21-22	<i>Beckenham</i>	Cunard White Star
Cuba—			
Santiago.....	December 23-28	<i>Oakmount Park</i>	Pickford & Black
Holland—			
Rotterdam.....	December 21-22	<i>Beckenham</i>	Cunard White Star
Amsterdam.....			
Mexico—			
Vera Cruz.....	January 2-5	<i>Lansdowne Park</i>	Canadian National
Newfoundland—			
St. John's.....	December 8	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	December 18-22	<i>Blue Peter II</i>	Montreal Shipping
United Kingdom—			
Glasgow.....	December 11.....	<i>Norwegian</i>	Donaldson Atlantic
Hull.....	December 14	<i>Consuelo</i>	McLean Kennedy
Liverpool.....	December 12	<i>Bayano</i>	Cunard White Star
Liverpool.....	December 19	<i>Valacia</i>	Cunard White Star
Liverpool.....	December 21	<i>Samaria</i>	Cunard White Star
Liverpool.....	December 24	<i>Pacific Enterprise</i>	Furness Withy
Liverpool.....	December 31	<i>Cavina</i>	Cunard White Star
London.....	December 23	<i>Fort Spokane</i>	Cunard White Star
London.....	December 30	<i>Port Melbourne</i>	Cunard White Star
West Indies—			
Antigua.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Antigua.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Antigua.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Antigua.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Antigua.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Barbados.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Barbados.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Barbados.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Barbados.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Barbados.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Barbados.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Bermuda.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Bermuda.....	December 10-14	<i>Canadian Observer</i>	Canadian National
Bermuda.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Bermuda.....	December 19-24	<i>Cartier Park</i>	Canadian National
Bermuda.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Bermuda.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Bermuda.....	January 2-5	<i>Lorne Park</i>	Canadian National
British Guiana.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
British Guiana.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
British Guiana.....	December 18-23	<i>Sutherland Park</i>	Canadian National
British Guiana.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
British Guiana.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
British Guiana.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Dominica.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Grenada.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Grenada.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Grenada.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Grenada.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Grenada.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Jamaica.....	December 2-7	<i>Dufferin Park</i>	Pickford & Black
Jamaica.....	December 10-14	<i>Canadian Observer</i>	Canadian National
Jamaica.....	December 19-24	<i>Cartier Park</i>	Canadian National
Jamaica.....	December 23-27	<i>Oakmount Park</i>	Pickford & Black
Jamaica.....	January 2-5	<i>Lorne Park</i>	Canadian National
Jamaica.....	January 20-24	<i>Dufferin Park</i>	Pickford & Black
Montserrat.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Nassau.....	December 10-14	<i>Canadian Observer</i>	Canadian National
Nassau.....	December 19-24	<i>Cartier Park</i>	Canadian National
Nassau.....	January 2-5	<i>Lorne Park</i>	Canadian National
St. Kitts.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Kitts.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Kitts.....	December 18-23	<i>Sutherland Park</i>	Canadian National
St. Kitts.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
St. Kitts.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
St. Lucia.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Lucia.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Lucia.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
St. Lucia.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Vincent.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Vincent.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
St. Vincent.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Trinidad.....	December 1-9	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Trinidad.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Trinidad.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Trinidad.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Trinidad.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Trinidad.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National

Parcel Post to Poland Resumed

Parcel post to Poland has been resumed. Parcels should be prepaid at rates prevailing prior to the suspension of this service. The minimum rate is 55 cents for one pound, while the highest quoted is \$4.00 for a parcel weighing between fifteen and twenty pounds.

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques	December 10	<i>Empire Tobago</i>	Elder Dempster
Lourenco Marques	December 26	<i>Fantee</i>	Elder Dempster
Lourenco Marques	January 2	<i>Tarkwa</i>	Elder Dempster
Lourenco Marques	January 14	<i>Cargill</i>	Elder Dempster
Lourenco Marques	January 24	<i>Chandler</i>	Elder Dempster
Africa-South—			
Cape Town	December 10	<i>Empire Tobago</i>	Elder Dempster
Port Elizabeth	December 10	<i>Cumberland County</i>	Montreal Shipping
East London	December 26	<i>Fantee</i>	Elder Dempster
Durban	January 2	<i>Tarkwa</i>	Elder Dempster
	January 14	<i>Cargill</i>	Elder Dempster
	January 15	<i>A Ship</i>	Montreal Shipping
Argentina—			
Buenos Aires	December 6-11	<i>Royal Prince</i>	Furness Withy
Buenos Aires	December 16-20	<i>A Ship</i>	Montreal Shipping
Australia—			
Brisbane	December 10-14	<i>Armadae</i>	Montreal Australia New Zealand Line
Sydney			
Melbourne			
Brisbane	Dec. 30-Jan. 4	<i>City of Carlisle</i>	Montreal Australia New Zealand
Sydney			
Melbourne			
Adelaide			
Belgium—			
Antwerp	December 18	<i>Marchport</i>	March Shipping
Antwerp	December 19	<i>Hedel</i>	Shipping Limited
Antwerp	December 20	<i>Beckenham</i>	Cunard White Star
Antwerp	December 31	<i>Marchdale</i>	March Shipping
Antwerp	Early January	<i>A Ship</i>	Canada Steamships
Antwerp	January 10-15	<i>A Ship</i>	Montreal Shipping
Brazil—			
Rio de Janeiro	December 6-11	<i>Royal Prince</i>	Furness Withy
Rio de Janeiro	December 16-20	<i>A Ship</i>	Montreal Shipping
British Honduras—			
Belize	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
Ceylon—			
Colombo	December 9	<i>Samovar</i>	McLean Kennedy
China—			
Shanghai	January 6	<i>City of Poona</i>	McLean Kennedy
Shanghai	December 10-15	<i>Maria G.</i>	Montreal Shipping
Taku Bar			
	January 5-10	<i>A Ship</i>	Montreal Shipping
Colombia—			
Barranquilla	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
Costa Rica—			
Port Limon	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
Cuba—			
Havana	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
Curaçao		<i>A Ship</i>	Saguenay Terminals
Egypt—			
Alexandria	Early January	<i>Ben H. Miller</i>	McLean Kennedy
Port Said			
Port Said	December 24-27	<i>City of Khios</i>	McLean Kennedy
Port Said	Early January	<i>Empire Spartan</i>	McLean Kennedy
Eire—			
Dublin	December 15	<i>Lord O'Neill</i>	McLean Kennedy
Dublin	December 18	<i>Irish Elm</i>	Shipping Limited
Dublin	December 29	<i>Torr Head</i>	McLean Kennedy
Dublin	December 31	<i>Irish Hazel</i>	Shipping Limited

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
Germany—			
Hamburg.....	December 18	<i>Marchport</i>	March Shipping
Hamburg.....	December 31	<i>Marchdale</i>	March Shipping
Hamburg.....	January 10-15	<i>A Ship</i>	Montreal Shipping
Guatemala—			
Puerto Barrios.....	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
Holland—			
Rotterdam.....	December 18	<i>Marchport</i>	March Shipping
Rotterdam.....	December 19	<i>Hedel</i>	Shipping Limited
Rotterdam.....	December 31	<i>Marchdale</i>	March Shipping
Rotterdam.....	Early January	<i>A Ship</i>	Canada Steamships
Rotterdam.....	January 10-15	<i>A Ship</i>	Montreal Shipping
Rotterdam.....	December 20	<i>Beckenham</i>	Cunard White Star
Amsterdam.....			
India—			
Karachi.....	December 5-8	<i>Samovar</i>	McLean Kennedy
Bombay.....			
Madras.....			
Calcutta.....	December 5-10	<i>Oceanside</i>	March Shipping
Bombay.....	December 24-27	<i>City of Khios</i>	McLean Kennedy
Madras.....			
Calcutta.....			
Calcutta.....	Early January	<i>Empire Spartan</i>	McLean Kennedy
Mediterranean—			
Central and	December 15	<i>Mont Gaspe</i>	Montreal Shipping
Western Areas.....	December 30	<i>Fort Marin</i>	Montreal Shipping
	January 10-15	<i>Mont Alta</i>	Montreal Shipping
Morocco—			
Casablanca.....	December 15	<i>Mont Gaspe</i>	Montreal Shipping
Casablanca.....	December 30	<i>Fort Marin</i>	Montreal Shipping
Casablanca.....	January 10-15	<i>Mont Alta</i>	Montreal Shipping
New Zealand—			
Auckland.....	January 9-13	<i>Sampler</i>	Montreal Australia New Zealand Line
Wellington.....			
Lyttelton.....			
Dunedin.....			
Bluff.....			
Northern Ireland—			
Belfast.....	December 15	<i>Lord O'Neill</i>	McLean Kennedy
Belfast.....	December 29	<i>Torr Head</i>	McLean Kennedy
Panama—			
Cristobal.....	December 8-12	<i>Beresford Park</i>	Saguenay Terminals
Philippines—			
Manila.....	December 10-15	<i>Maria G.</i>	Montreal Shipping
Manila.....	January 6	<i>City of Poona</i>	McLean Kennedy
Manila.....	January 5-10	<i>A Ship</i>	Montreal Shipping
Poland—			
Gdansk.....	December 18	<i>Marchport</i>	March Shipping
Gdansk.....	December 31	<i>Marchdale</i>	March Shipping
Gdansk.....	January 10-15	<i>A Ship</i>	Montreal Shipping
Portugal—			
Lisbon.....	December 15	<i>Mont Gaspe</i>	Montreal Shipping
Lisbon.....	December 30	<i>Fort Marin</i>	Montreal Shipping
Lisbon.....	January 10-15	<i>Mont Alta</i>	Montreal Shipping
Singapore.....	December 10-15	<i>Maria G.</i>	Montreal Shipping
	January 5-10	<i>A Ship</i>	Montreal Shipping
United Kingdom—			
Avonmouth.....	December 7	<i>Salacia</i>	Cunard White Star
Glasgow.....	December 7	<i>Norwegian</i>	Donaldson Atlantic
Glasgow.....	December 28	<i>Delilian</i>	Donaldson Atlantic

Departures from Saint John--*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom			
—Con.			
Liverpool.....	December 15	<i>Lord O'Neill</i>	McLean Kennedy
Liverpool.....	December 27	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	December 29	<i>Torr Head</i>	McLean Kennedy
London.....	December 8	<i>Tortuguero</i>	Canadian Pacific
London.....	December 18	<i>Beaverlake</i>	Canadian Pacific
London.....	December 18	<i>Fort Spokane</i>	Cunard White Star
London.....	December 30	<i>Beaverdell</i>	Canadian Pacific
Manchester.....	December 12	<i>Manchester Shipper</i>	Furness Withy
Manchester.....	December 24	<i>Manchester Commerce</i>	Furness Withy
Newcastle.....	December 21	<i>Cairnavon</i>	Cairn-Thomson
Newcastle.....	December 27	<i>Cairnesk</i>	Cairn-Thomson
Uruguay—			
Montevideo.....	December 6-11	<i>Royal Prince</i>	Furness Withy
Montevideo.....	December 16-20	<i>A Ship</i>	Montreal Shipping
Venezuela—			
La Guaira.....	.....	<i>A Ship</i>	Saguenay Terminals
Puerto Cabello.....			
Maracaibo.....			

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, loading berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques.....		<i>A Ship</i>	North Pacific Shipping
Africa-South—			
Cape Town.....	.....	<i>A Ship</i>	Empire Shipping
Durban.....			
Argentina—			
Buenos Aires.....	Early December	<i>Hindanger</i>	Empire Shipping
Australia—			
Newcastle.....	Mid-December	<i>Aristotelis</i>	Empire Shipping
Sydney.....			
Melbourne.....			
Adelaide.....			
Sydney.....	January 10	<i>Parrakoola</i>	Empire Shipping
Melbourne.....			
Brazil—			
Rio de Janeiro.....	Early December	<i>Hindanger</i>	Empire Shipping
Burma—			
Rangoon.....	.....	<i>A Ship</i>	Dingwall Cotts
Central America....	January	<i>A Ship</i>	Empire Shipping
China—			
Shanghai.....	Late December	<i>Mongabarra</i>	Empire Shipping
Chinwangtao.....			
Shanghai.....	Early January	<i>Vito</i>	Empire Shipping
Colombia—			
Buenaventura.....	January	<i>A Ship</i>	Empire Shipping
Curaçao.....	.....	<i>A Ship</i>	Empire Shipping

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Egypt—			
Alexandria.....	December 15-20	<i>Elias G. Kulukundis</i>	Empire Shipping
Alexandria.....	Early January	<i>Kastor</i>	Empire Shipping
France—			
North Coast.....	Early December	<i>Capitaine Lacooley</i>	Empire Shipping
North Coast.....	Late December	<i>Coutances</i>	Empire Shipping
Greece—			
Piraeus.....	December 15-20	<i>Elias G. Kulukundis</i>	Empire Shipping
Piraeus.....	Early January	<i>Kastor</i>	Empire Shipping
Hawaii—			
Honolulu.....		<i>A Ship</i>	Dingwall Cotts
Hong Kong.....		<i>A Ship</i>	Balfour Guthrie
India—			
Bombay.....		<i>A Ship</i>	Dingwall Cotts
Italy—			
Genoa.....	December 15-20	<i>Elias G. Kulukundis</i>	Empire Shipping
Genoa.....	Early January	<i>Kastor</i>	Empire Shipping
Mexico.....		<i>A Ship</i>	Gardner Johnson
Netherlands.....	December 15	<i>Wm. W. McKee</i>	Empire Shipping
Netherlands Indies.....		<i>A Ship</i>	Dingwall Cotts
New Zealand—			
Auckland.....			
Dunedin.....		<i>A Ship</i>	Canadian Australasian
Palestine—			
Haifa.....	December 15-20	<i>Elias G. Kulukundis</i>	Empire Shipping
Haifa.....	Early January	<i>Kastor</i>	Empire Shipping
Philippines—			
Cebu.....			
Iloilo.....		<i>A Ship</i>	Balfour Guthrie
South America—			
East Coast.....		<i>A Ship</i>	Balfour Guthrie
South Sea Islands—			
Papeete.....			
Rarotonga.....		<i>A Ship</i>	Canadian Australasian
Sweden.....		<i>A Ship</i>	Gardner Johnson
United Kingdom			
Glasgow.....	Late December	<i>Parthenia</i>	Donaldson Line
Liverpool.....	Late December	<i>Parthenia</i>	Donaldson Line
Liverpool.....	Late December	<i>A Ship</i>	Furness Pacific
London.....	Late December	<i>A Ship</i>	Furness Pacific
Uruguay—			
Montevideo.....		<i>A Ship</i>	Balfour Guthrie
Venezuela—			
Puerto Cabello.....		<i>A Ship</i>	Balfour Guthrie
West Indies—			
Jamaica.....		<i>A Ship</i>	Canada Shipping
Trinidad.....		<i>A Ship</i>	Balfour Guthrie

Foreign Commercial Representatives

This directory of Commercial Representatives of Foreign Governments, presently in Canada, is introduced as an additional service to the commercial community. It is requested that any changes in the appointments or addresses be forwarded to the Editor, *Commercial Intelligence Journal*.

- Argentina**—Carlos M. Bracerás, Representative of the Argentine Institute of Trade Promotion, 1111 Beaver Hall Hill, Montreal. Telephone—MARquette 2811.
- Australia**—Clifton J. Carne, Commercial Attaché, Office of the High Commissioner for the Commonwealth of Australia, 114 Wellington Street, Ottawa. Telephone—3-8458.
- Belgium**—Maurice Heyne, Counsellor, Belgian Embassy, 3540 Mountain Street, Montreal. Telephone—HARbour 0129.
Louis Couvreur, First Secretary, Belgian Embassy, 395 Laurier Avenue East, Ottawa: Telephone—4-2060.
- Brazil**—Caio de Lima Cavalcanti, Commercial Counsellor, Brazilian Embassy, 140 Wellington Street, Ottawa. Telephone—5-1485.
A. G. de Miranda Netto, Commercial Attaché, Brazilian Embassy, 140 Wellington Street, Ottawa. Telephone—5-1485.
- British West Indies and British Guiana**—C. Rex Stollmeyer, Trade Commissioner, 37 Board of Trade Building, Montreal. Telephone—PLateau 8282.
- Chile**—Carlos Crocharé, Second Secretary, Chilean Embassy, Room 215, 56 Sparks Street, Ottawa. Telephone—5-4402.
- China**—There is no commercial representative in Canada. All commercial matters are handled by the Chinese Embassy in Washington.
- Cuba**—His Excellency Dr. Mariano Brull, Minister, Cuban Legation, 499 Wilbrod Street, Ottawa. Telephone—5-6834.
- Czechoslovakia**—Dr. Karel Sakh, Counsellor and Chargé d'Affaires, 171 Clemow Avenue, Ottawa. Telephone—2-1545.
- Denmark**—Viggo Theis-Nielsen, Vice-Consul, Danish Consulate General, Room 812 Keefer Building, 1440 St. Catherine Street West, Montreal. Telephone—PLateau 2030.
- Dominican Republic**—Julio A. Ricart, Consul-General, 46 Delaware Avenue, Ottawa. Telephone—2-1130.
- France**—Bernard Lechartier, Commercial Counsellor and Financial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
Jacques Humbert, Commercial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
Gérard Dubois, Commercial Attaché, French Embassy, 610 St. James Street West, Montreal. Telephone—HARbour 2271.
- Greece**—Pami Malamaki, Commercial Counsellor, Greek Embassy, Suite 110, Chateau Laurier, Ottawa. Telephone—5-2255.
- Haiti**—Philippe Cantave, Consul-General, Room 308, 18 Rideau Street, Ottawa. Telephone—2-1272.
- India**—M. R. Ahuja, Trade Commissioner, Royal Bank Building, Toronto. Telephone—ELgin 3223.
- Ireland**—John M. Conway, Official Secretary, Office of the High Commissioner for Ireland, 140 Wellington Street, Ottawa. Telephone—3-6281.
- Italy**—Pietro Migone, Second Assistant to the Representative of Italy (Personal rank of Vice-Consul), 384 Laurier Avenue East, Ottawa. Telephone—2-8761.
- Mexico**—Consul-General, Room 507, 1410 Stanley Street, Montreal. Telephone—LANcaster 2502.
- Netherlands**—E. L. Hechtermans, Commercial Secretary, Netherlands Legation, 8 Range Road, Ottawa. Telephone—4-3312.
Dr. A. S. Tuinman, Agricultural Attaché, Netherlands Legation, 8 Range Road, Ottawa. Telephone—2-4142.
- New Zealand**—J. A. Malcolm, Trade Commissioner, 140 Wellington Street, Ottawa. Telephone—3-7771.
A. W. Broadbent, Assistant to the Trade Commissioner, 140 Wellington Street, Ottawa. Telephone—3-7771.
- Norway**—Knut Orre, First Secretary, Norwegian Legation, 1410 Stanley Street, Montreal. Telephone—PLateau 9785.
- Peru**—Francisco Pardo de Zela, Commercial Attaché, Peruvian Embassy, 36 Elgin Street, Ottawa. Telephone—5-7201.
- Poland**—T. Wiewiorowski, Commercial Attaché, Polish Legation, 183 Carling Avenue, Ottawa. Telephone—2-4076.
- Sweden**—B. G. Jändstedt, Second Secretary, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.
C. H. Nauckhoff, Attaché, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.

- Switzerland**—Walter E. A. Jaeggi, Secretary, Swiss Legation, Room 252, Chateau Laurier, Ottawa. Telephone—2-5455.
- Turkey**—Rifki Zorlu, Counsellor, Turkish Legation, Room 560, Chateau Laurier, Ottawa. Telephone—3-4701.
- Union of South Africa**—Herbert Neethling, Secretary, Office of the High Commissioner for the Union of South Africa, 15 Sussex Street, Ottawa. Telephone—2-1771.
- Union of Soviet Socialist Republics**—N. I. Betin, Acting Commercial Counsellor, Soviet Embassy, 24 Blackburn Avenue, Ottawa. Telephone—5-1824.
- United Kingdom of Great Britain and Northern Ireland**—A. M. Wiseman, C.M.G., M.C., H.M. Senior Trade Commissioner in Canada, 56 Sparks Street, Ottawa. Telephone—3-8814
- A. R. Bruce, Trade Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.
- R. K. Jopson, O.B.E., Trade Commissioner (Province of Quebec), 1111 Beaver Hall Hill, Montreal. Telephone—HArbour 2257
- W. D. Lambie, Trade Commissioner (Maritime Provinces), 1111 Beaver Hall Hill, Montreal. Telephone—HArbour 2257
- J. Paterson, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ELgin 5588
- A. P. Timms, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ELgin 5588
- D. Broad, Trade Commissioner, 703 Royal Bank Building, Winnipeg, Telephone—9-2956
- H. Oldham, Trade Commissioner, 850 West Hastings Street, Vancouver. Telephone—PAcific 4644
- United States of America**—Colonel Henry M. Bankhead, Counsellor for Economic Affairs, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Homer S. Fox, Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Meade T. Foster, Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Oliver B. North, Assistant Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Joseph L. Dougherty, Assistant Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Paul F. DuVivier, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Yugoslavia**—Pero Cabrić, Chargé d'Affaires, 259 Daly Avenue, Ottawa. Telephone—5-4966.

Tug and Minesweeper Declared Surplus

Two types of vessels are offered for export sale by War Assets Corporation. The first is a tug, the *Glenlea*, an 80-foot, steel, Diesel powered tug, located at Shelburne, N.S. It has been used only a short time and is offered for export at \$60,000. The other type of vessel is a wooden minesweeper; there are only three of these available on the West Coast. They are 105-foot, Diesel powered craft and have been in service only a short time. Ideal for conversion to small coastal vessels, deep sea fishing, or towing, they are offered at \$40,000 each. They have been recently docked and painted and the hulls are sound.

Ten standard engine lathes are available at Longue Pointe Ordnance Depot, Montreal. One is 28" by 22' 0", with a 7½ H.P., 3 Phase, 50 Cycle, 200 volt, 1450 R.P.M. motor, and is offered at \$8,336. The remaining nine are 16" by 6' 0" and are offered at \$2,550 each, complete with a 3 H.P., 3 Phase, 50 Cycle, 200 Volt, 1450 R.P.M. motor.

A large variety of radio condensers is available at Ajax, Ontario. They are new and in good condition and include Mica Condensers—from 300 to 1000 volts direct current, 500 volt Silver Mica Condensers, and Paper Oil Condensers from 600 to 6000 volts; the latter are both rectangular and tubular types. In all there are over 89,000 units offered at prices of from 3 cents to \$1.60 each—totalling \$25,250.

All prices quoted are on an "as is, where is" basis, with offering subject to prior sale or withdrawal. Inquiries should be addressed to War Assets Corporation, Export Sales Division, No. 4 Temporary Building, Ottawa.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in making shipments to countries outside the sterling area, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations Nov. 25	Nominal Quotations Dec. 2
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2445	.2443
Australia.....	Pound	....	3.2160	3.2160
Belgium and Belgian Empire.....	Franc	....	.0227	.0227
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzeiro	....	.0541	.0541
Chile.....	Peso	Off.	.0517	.0517
		Export	.0400	.0400
China.....	Dollar	....	.0003	.0003
Colombia.....	Peso	....	.5698	.5698
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2087	.2087
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1333	4.1333
Eire.....	Pound	....	4.0300	4.0300
Fiji.....	Pound	....	3.6363	3.6363
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	....	.0084	.0084
French Empire—African.....	Franc	....	.0143	.0143
French Pacific possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2513	.2513
Iceland.....	Krona	....	.1545	.1545
India.....	Rupee	....	.3022	.3022
Iraq.....	Dinar	....	4.0300	4.0300
Italy.....	Lira	....	.0044	.0044
Jamaica.....	Pound	....	4.0300	4.0300
Mexico.....	Peso	....	.2058	.2058
Netherlands.....	Florin	....	.3780	.3780
Netherlands East Indies.....	Florin	....	.3766	.3766
Netherlands West Indies.....	Florin	....	.5303	.5303
New Zealand.....	Pound	....	3.2402	3.2402
Norway.....	Krone	....	.2020	.2020
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1550	.1550
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Straits Settlements.....	Dollar	....	.4702	.4702
Sweden.....	Krona	....	.2783	.2783
Switzerland.....	Franc	....	.2325	.2325
Turkey.....	Piastre	....	.0035	.0035
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5629	.5629
Venezuela.....	Bolivar	....	.2985	.2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5670).

Commodity Officers—

Foods Section—

Live stock and products, fish and products, H. A. Gilbert, Chief (2380).
Plants and products, G. F. Clingan (7523).
Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals Section—

Machinery and industrial equipment, C. J. Gardner, Chief (4082).
Iron and steel products, E. L. Smith (4082).
Non-ferrous metals and non-metallic minerals, A. M. Tedford (6974).
Chemicals and allied products, S. G. Barkley (7601).
Electrical machinery and equipment, A. S. MacRae (7601).
Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber Section—

Textiles and apparel, G. R. Poley, Chief, and J. U. Curtis (3004).
Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper Section—

Wood and products, G. H. Rochester, Chief (6974).
Paper and products, E. Clarke and N. R. Chappell (6974).

General Products Section—

General products, W. H. Grant, Chief (3209).
Miscellaneous products, P. G. Jones (4160).
Durable consumer-goods, W. H. Grant (3209).

Token Shipments to U.K.—W. H. Black (5670).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417); Assistant Director, C. F. McGinnis (7163).

Raw Materials Section—Chief, C. F. McGinnis (7163); (Supply Research), A. C. Fairweather (6905), P. E. Jensen (6958), and M. C. Hughes (6958); (Trade Controls), W. G. Hopkins (6552).

Manufactured Goods Section—H. B. Scully and G. C. Clarke (6519).

Trade Services Directory—A. J. Langdon (6905).

Canadian Importers' Directory—Miss M. E. Adams (6552).

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5830).

Commercial Relations Division—Director, H. R. Kemp (5151). Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819)

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, Chief, S. L. Tilley (6588).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in thirty-three British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA. Cable address—*Cancomco* (5091).

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—*Excredcorp* (2-4828).

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries (7818).

Canadian Trade Commissioners

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—

Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

E. H. MAGUIRE, Acting Commercial Secretary. Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).

Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgian Congo

L. H. AUSMAN, Boîte postale 373, Leopoldville.

Territory includes Kenya, Uganda, Tanganyika, Angola and French Equatorial Africa.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrópole, 7th Floor, Av. Presidente Wilson 165.

W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Caixa Postal 2164, Rio de Janeiro

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building.

Territory includes Bolivia.

China

L. M. COSGRAVE, Commercial Counsellor, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523.

Territory includes Republic of Panama and the Canal Zone.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

R. CAMPRELL SMITH (Acting). Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland, Algeria, Morocco and Tunisia.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Greece

T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Queen Vassilissis Sophias Street, Athens.

Territory includes Turkey.

Guatemala

C. B. BIRKETT. Address for letters—P.O. Box 400, Guatemala City.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

C. R. GALLOW (Acting). Address for letters—P.O. Box 126.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

Ireland

E. L. McCOLL and H. L. E. PRIESTMAN, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—Casella Postale 475, Rome.

Territory includes Czechoslovakia, Malta, Yugoslavia, and Libya.

Canadian Trade Commissioners

Malayan Union

ARTHUR WILDING, Canadian Commercial Agent, Room D-2, Union Building, Singapore.

Territory includes Singapore, British North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 1660, Wellington.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands, and Gibraltar.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, and Nyasaland.

Cable address, Cantracom.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province, Orange Free State and South-West Africa, Mauritius, and Madagascar.

Cable address, Cantracom.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, Canadian Stockholm.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: R. P. BOWER, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia, and British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, Sleighing, London.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucum.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

London: R. D. ROE, Commercial Secretary for Canada (Timber Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, Timcom, London.

Liverpool: M. J. VECHSLER, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSERT. Address for letters—8° Piso, Edif. America, Esq., Verones, Caracas.

Territory includes Netherlands West Indies.

Commercial Intelligence Journal

Vol. LXXV

OTTAWA, DECEMBER 14, 1946

No. 2237



NOTICE TO SUBSCRIBERS

Subscribers are requested to renew their subscriptions to the *Commercial Intelligence Journal* on receipt of a notice from the King's Printer, Government Printing Bureau, Ottawa. Renewal notices will be mailed to subscribers four weeks prior to the expiry date of their subscriptions. If no reply has been received by this date, the name of the subscriber will be removed from the mailing list on the assumption that he no longer wishes to receive this publication.

The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

Material contained in the *Commercial Intelligence Journal* may be reprinted in whole or in part, with or without credit, though some acknowledgment would be appreciated.

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, DECEMBER 14, 1946

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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COVER SUBJECT—Quebec, like other ports on the St. Lawrence River, has been forced by the advent of winter to cease operations till warm spring weather opens the barrier of ice across the great waterway flowing past her bastions. Figures released by the National Harbours Board, for which this photograph was taken recently by the Royal Canadian Air Force, reveal that 3,814 ocean going, coastal and inland vessels, of 2,420,505 net tons, arrived in port during the past season. Corresponding figures for the season ended November 30, 1945, were 3,808 arrivals, of 2,774,020 net tons. Inward cargo totalled 1,132,154 manifest tons and outward cargo amounted to 364,635 manifest tons. Corresponding figures for 1945 were 1,181,927 tons inward and 643,381 tons outward. Shortage of grain accounted for the material decline in shipments. (One manifest ton equals 2,000 pounds or 40 cubic feet.) Beyond the Citadel, in this air photograph, may be seen the famous Dufferin Terrace, Chateau Frontenac, Price Tower, Louise Basin and Anglo-Canadian Pulp and Paper Mills. Lower Town, in which is located the financial section, is connected with Dufferin Terrace by a short funicular railway, which may be seen in this picture.

Royal Canadian Air Force Photograph

United Kingdom October Exports Are Highest Since End of War

Exports, valued at almost £91 million during the month, breaks postwar record—Adverse trade balance with dollar and hard currency areas, but trade with Europe is favourable—Canadian exports to U.K. increase.

By A. E. Bryan, Commercial Counsellor for Canada

London, November 28, 1946.—United Kingdom exports during the month of October were valued at £90,898,382, the highest since the end of the war. This amount was actually one million pounds below the July peak level, but allowing for relief shipments of over £4,400,000 to NAAFI and UNRRA, the October figure was £500,000 above that for July. For the first ten months of 1946, exports totalled £774,144,266 and imports £1,054,932,421, giving a visible adverse balance of £280,788,155. Quarterly statistics show that for the first nine months of this year exports to dollar and other hard currency countries totalled £67,600,302, against imports of £331,070,631 from these countries. Exports to sterling area countries were £322,845,459, and imports £325,235,955. To European countries, excluding Sweden and Switzerland, exports amounted to approximately £182,300,000 and imports to £92,900,000.

The following table shows the direction of United Kingdom trade as between the sterling area, and the dollar and other principal hard currency countries, excluding re-export figures, during the first nine months of the years indicated.

United Kingdom Exports and Imports

		January-September		
Dollar Area—		1938	1945	1946
		£'000	£'000	£'000
Exports	.....	44,360	32,947	67,600
Imports	.....	173,400	462,570	331,071
Adverse balance	.....	129,040	429,623	263,470
Sterling Area—				
Exports	.....	167,133	144,143	322,845
Imports	.....	228,759	256,591	325,236
Adverse balance	.....	61,626	112,447	2,390
Europe, excluding Sweden and Switzerland—				
Exports	.....	96,100	74,300	182,300
Imports	.....	185,100	40,500	92,900
Balance	.....	— 89,000	+ 33,800	+ 89,400
Argentina—				
Exports	.....	14,504	4,601	14,277
Imports	.....	28,853	31,992	52,697
Adverse balance	.....	14,349	27,392	38,420
Brazil—				
Exports	.....	3,889	2,407	7,947
Imports	.....	5,746	14,380	15,088
Adverse balance	.....	1,857	11,973	7,141

United Kingdom Exports and Imports—*Continued*

January-September

Canada—	1938 £'000	1945 £'000	1946 £'000
Exports	16,897	18,038	21,854
Imports	59,031	157,031	140,262
Adverse balance	42,134	138,992	118,408
United States—			
Exports	15,362	13,257	24,765
Imports	88,485	266,045	163,392
Adverse balance	73,123	272,788	138,627

Record Volume of Machinery Exported

Machinery exports in October were valued at £12,867,659 as against £2,004,510 in July. The October tonnage was 10 per cent more than that of July, and 40 per cent more than the 1938 monthly average. Metal goods exports were valued at £41,300,000, a five per cent gain on the July figure, and increases were recorded for textile machinery, machine tools, sewing machines and electrical machinery.

Commodities which were exported in record quantities during October, together with the percentage increase over 1938, include the following:

	Number exported	Percentage of 1938 volume
Motor cars	8,141	over 200
Motor car chassis	2,494	about 125
Commercial vehicle chassis	2,898	over 300
Bicycles	115,500	over 200
Radio receivers	54,500	over 750

Although commercial vehicle exports were one-quarter less than the September high, the October figure of 2,416 was more than eight times the monthly 1938 average. October exports of 5,400 motorcycles were more than three times the 1938 figure, although less than for May or July of this year.

Iron and Steel Exports Decrease

Comparison of October exports with those in July shows that there was a reduction of £3,300,000 in food, drink and tobacco, partially offset by a rise of £2,300,000 for manufactured articles. The value of raw materials exported was almost unchanged. The main export decreases were in iron and steel goods, with the October figure of 172,000 tons 25 per cent below July. The reduction was shared by all principal types except tinned, plated and wrought tubes. Export of railway construction materials was the lowest for a year, and textiles were 8 per cent less than in July. The fall was general except for woollen and worsted manufactures, but greatest reductions were in cotton goods and apparel. Substantial increases, however, were recorded in exports of these commodities to the United States, Eire and Norway.

Retained Imports Increase

Retained imports in October were valued at £123,449,074, which was £18,200,000 higher than the average for the preceding three months. Half the increase was accounted for by a rise of £9,300,000, or 18 per cent, for food, drink and tobacco. Retained imports of raw materials rose one-fifth, and manufactured articles retained increased one-tenth compared with the third quarter. These figures were the highest since the end of the war.

In October, retained tobacco imports of 56,000,000 pounds were nearly double the average for the earlier months of the year. Wheat imports of 291,000 tons were the highest in four months; tea imports of 27,000 tons were the highest since May, 1944; and fruit and vegetables, valued at £7,000,000, were the highest by value for 25 years. Sugar imports were the lowest since February, and imports of 7,800 tons of butter were the lowest since October, 1945.

Rubber Imports Rise Materially

Rubber imports in October were much higher than in previous months, and there was an increase in retained imports of hides and cotton. The rise in timber imports in the previous three months was largely seasonal. Exceptionally heavy re-export of 7,000 tons of wool in October, two-thirds of which went to Italy, was partially responsible for reducing retained wool imports to the lowest in nearly two years.

U.K. Buys More From Canada

Some of the principal United Kingdom imports from Canada during October, 1945 and 1946, are as follows:

	October, 1945	October, 1946
Wheat	£3,060,260	£4,084,327
Bacon	336,372	1,152,868
Flour	523,506	634,553
Meats of all kinds	545,506	1,524,242
Cheese	881,115	1,222,373
Eggs (shell)	349,689	403,285
Fresh apples	15,648	156,395
Fish (fresh or frozen)	81,589	153,377
Salmon (canned)	922,098	429,158
Tomatoes (canned) .....	.....	44,642
Tobacco	3,755	9,230
Asbestos	44,222	64,243
Non-ferrous metal ores	256,177	253,950
Timber	2,037,298	3,554,983
Wood pulp	497,674	140,607
Iron and steel	216,866	92,008
Non-ferrous metals	855,455	1,584,798
Electrical goods	265,400	1,315,106
Machinery	29,716	59,242
Plywood	183,850	376,177
Rubber footwear	56,442	14,204
Chemicals and drugs	223,859	129,471
Leather and manufactures thereof	6,278	57,276
Newsprint	270,253	145,974
Paper (all kinds)	316,240	321,500

Tires for Sweden to be Made in Germany

Negotiations are to be opened with a view to arranging for the manufacture in Germany of car and cycle tires for Sweden. The Reserve Supplies Board were commissioned by the Swedish Cabinet to negotiate with the Stockholm firm AB Trustee. The plan envisages the production of 5,000 car tires and 10,000 cycle tires per month in the American-occupied zone. AB Trustee are reported to have sent a representative to Germany with a view to discussing the possibilities of realizing this scheme. The raw materials would be supplied by Sweden, and it is felt that transport conditions should not present any major difficulties.

New Zealand's Business Recovery Assisted by Financial Trend

Bank clearings and savings deposits increase—External trade at peak level—Transport revenue higher—Mortgage discharges exceed registrations—Stock quotations have increased.

By P. V. McLane, Commercial Secretary for Canada

Auckland, New Zealand, October 18, 1946.—The financial year which ended on March 31, 1946, has been an eventful one for New Zealand, as well as the rest of the world, in that it marked the end of hostilities and the commencement of the transitional state from wartime to peacetime economy.

Bank clearings have also advanced from a weekly average of £9,927,908 in the fiscal year 1940 to £15,488,713 and £17,222,601 in 1945 and 1946, respectively, while active bank note circulation averaged £12,635,999, £32,805,617 and £35,732,133 for the same periods.

Bank deposits on current account continued the upward trend that has been in evidence over a considerable period. On the last Monday in March, 1940, they amounted to £77,197,000, rising to £123,901,000 and £142,778,000 for the last Monday in March, 1945 and 1946, respectively. Advances followed the usual seasonal trend but at higher levels—£48,161,000 for the last Monday in 1940, £55,148,000 and £57,953,000 on the same day in 1945 and 1946.

Savings Deposits of New High Levels

Deposits with the savings banks also reached new high levels, resulting in a record excess over withdrawals, although the latter increased during the last two months of the fiscal year. Deposits in 1939-40 reached £33,335,401 as against withdrawals of £37,986,254. For 1944-45 the figures were £65,813,546 and £52,023,840 respectively, and for 1945-46 £83,815,338 and £67,680,463.

Overseas funds continued to mount throughout the year. On the last Monday in June, 1939, they were down to £9,088,221, but rose gradually from that time, totalling £62,408,604 on the last Monday in March, 1945. During the last fiscal year they have reached a very high point, and on March 25, 1946, the total was £98,367,739. The pent-up demand for goods and the higher prices of imports, however, will reduce the total as soon as supplies become more plentiful abroad.

Exports Reach Peak Figure

Merchandise exports from New Zealand for the year ended March 31, 1946, were valued at £88,881,170, the highest figure yet recorded for a fiscal year. Compared with the previous year, there has been an increase of £9,528,863. During the war period availability of shipping and priorities affected the export of many commodities. Wool is a good example, exports being valued at £17,660,627 in 1945-46 as compared with £9,317,884 and £16,683,457 in the years ended March 31, 1945 and 1944, respectively.

Imports during the year ended March 31, 1946, were valued at £56,987,882, a figure well below those for the two previous years, when huge quantities of war materials were imported. Imports were less than

exports by £31,893,000 for 1945-46 as against an excess for imports of £2,548,000 in 1944-45.

Transport Revenue Buoyant

Railway returns for the year ending March 31, 1946, show a decrease in passengers carried, but there was a slight increase in the volume of goods handled. For the fiscal year 1945-46, 32,388,000 passengers were carried as against 32,995,000 and 38,611,000 for 1944-45 and 1943-44, respectively. The number of net ton-miles run was 842,500,000 in 1945-46, 814,900,000 in 1944-45 and 832,600,000 in 1943-44. Revenue during 1945-46 was surprisingly buoyant at £15,445,100, which was higher than for any of the peak war years. Expenditure for 1945-46 amounted to £14,385,000.

Air services are also gradually being restored, following the drastic curtailment of the war years. The fiscal year 1944-45 showed increases all along the line. The internal services flew 1,132,684 miles in 8,776 hours and carried 60,968 passengers, 428,709 pounds of mail and 353,514 pounds of freight. In the overseas service, 493,764 miles were flown in 3,270 hours, 6,100 passengers being carried. There were 214,792 pounds of mail and 99,584 pounds of freight carried. The main route flown was between Auckland and Sydney.

Sales Tax Rate 20 Per Cent

Prior to June 28, 1940, the rate of sales tax was 5 per cent of the sale value of the goods to which it applied, there being numerous exceptions, including the more important foodstuffs. The rate was later increased twice, finally to 20 per cent. For 1945-46, total revenue from this source was £15,047,757 as compared with £13,725,252 for the previous fiscal year.

Land Transfers and Mortgages Higher

For the year ended March 31, 1946, there were 31,239 town and suburban properties transferred, with a valuation of £25,393,089, and 6,821 country properties valued at £12,961,052. This was a considerable increase over the figures for previous years, particularly in the transfer of town and suburban properties. Fewer country properties were involved, but values were higher. The Servicemen's Settlement and Land Sales Act, which came into operation in October, 1943, will probably have an increasing effect on future transactions. Land prices are under government control, so that prices have not been allowed to advance very much, although pertinent data are not immediately available to show that changes have taken place.

Mortgage registrations, which declined appreciably in the first three years of the war, began to move upward about the middle of 1943, and this movement has since quickened, particularly from the middle of 1945 onwards. The resumption of civilian building activity, together with rehabilitation assistance granted to ex-servicemen, has no doubt contributed to this increased demand for mortgage money. In 1945-46 there were 24,525 mortgages registered, amounting to £22,539,662, and 29,179 mortgages valued at £24,215,104 were discharged. Easy money conditions have made this possible, and in each of the last five years mortgage discharges have exceeded registration both in number and value, although it is reported that this movement was reduced in the second half of 1945-46.

Housing Shortage Acute

New Zealand, in common with most countries, is faced with an acute shortage of housing. There is also an acute shortage of building materials of all kinds. For the year ending March 31, 1946, permits issued in the larger cities were valued at £13,882,843 as compared with £10,717,361 in the previous fiscal year. This represented 2,330 authorized by the Government Housing Construction Board and 3,838 issued to private interests during 1945-46. There were also a considerable number of permits issued for constructions outside the larger cities but, generally speaking, the move to the cities has added to the necessity for increased building in the larger centres.

Prices of Stocks Higher

Share price index numbers are based on the calendar year 1938=1000. Increases have been recorded for practically all the different groups, indicating the abundance of money seeking investment and the tendency toward inflation. The index for shares in all industrial groups was 959 at the end of March, 1939, 1024 in 1940, 1156 in 1943, 1285 in 1945, and 1306 at March 31, 1946. The index of prices of frozen-meat company shares rose from 900 on March 31, 1939, to 1740 on the same date in 1946. For the same dates, woollen-company shares rose from 1019 to 1800, gas-company shares from 852 to 900, timber-company shares from 1034 to 1471, mineral-company shares from 953 to 1089, and miscellaneous industrials, including breweries, from 988 to 1320. The price index of bank and insurance shares rose from 952 to 1385, one of the greatest increases being in insurance shares, which rose from 973 in 1939 to 1811 in 1946.

More Insurance Policies Issued

There has been a gradual increase in the amount of business written by the New Zealand life assurance companies. The latest available statistics show that there were 465,631 ordinary life policies in force, with a total sum assured amounting to £191,865,627 at the end of 1944. Industrial policies in force at the same time numbered 528,069, amounting to £27,158,077. These figures are all higher than for previous years.

Export Permit Changes Speed Shipments

To expedite the export shipment of goods under export permit control, the Export Permit Branch announces that, in future, telegrams to shippers will bear the remark "Collector of Customs this is your authority" and will be surrendered to the Collector of Customs when the shipper puts in his export papers. In the event of a shipper at an interior port requiring clearance from a frontier port, the telegram is to be firmly attached to the shipping papers and sent to the Collector at the port of exit. Instances will arise, however, where the Collector at the frontier port must be advised as well as the shipper.

In order to assist the Collector of Customs where subsidy refund goods are involved, export permits are being marked "no tolerance". Shippers should be careful that they are not exceeding the limits of the permit in any one shipment.

Canadian Tobacco Manufactures Are Mainly of Domestic Crop

Tobacco consumed in Canada is 98 per cent home grown—War shortages retard industry—Aged stocks depleted—Record crop of 134,000,000 pounds grown this year—Tobacco is important source of revenue.

By N. A. MacRae, Tobacco Division, Central Experimental Farm

(Editor's Note—This is the first in a series of three articles prepared for the *Commercial Intelligence Journal*.)

Less than one-third of the leaf used in 1920 by Canadian tobacco manufacturers was of domestic origin. This proportion, however, increased to one-half within the next five years, and has risen fairly steadily to approximately 98 per cent in 1943. Associated with this rise, there has been an increase in the total amount of leaf used by domestic manufacturers from slightly over 25 million pounds in 1920 to over 40 million pounds in the next ten years, and in excess of 50 million pounds in 1940.

The most phenomenal increase has taken place in connection with the use of domestic flue-cured leaf. This figure rose in the past ten years from less than 22 million pounds in 1936 to over 62 million in 1945. Due to the return of personnel in Canada's armed services, and a consequent reduction in the export of cigarettes, a compensating reduction is anticipated in the removal of this type of leaf for manufacture during the current year. This condition, however, is generally regarded as temporary. The use of burley, on the other hand, has been somewhat more regular, but varies within narrow limits. It dropped slightly to less than seven and a half million pounds in 1936, but since then has had a fairly steady increase to more than nine million pounds during 1942 and 1943.

The demand for dark tobacco has been considerably less, although consistently increasing from less than 750,000 pounds in 1935 to over 1.25 million pounds last year. An increase in the use of Canadian grown cigar leaf was also evident for some time. This figure rose from approximately two million pounds in 1936 to almost three and a half million in 1943. During the past few years production, however, has not been sufficient to meet market requirements. As a consequence, the use of this type of domestic leaf has declined to some 2,750,000 pounds in 1945, and an estimated 2,500,000 in 1946. On the other hand, the use of Quebec pipe tobacco for manufacturing purposes has been falling off. A drop of thirty to thirty-five per cent to some 729,000 pounds in 1945 is indicated during the ten-year period.

Domestic Leaf Taken for Manufacture

Year	Flue	Burley	Cigar (Thousand Pounds)	Dark (Thousand Pounds)	Pipe	Totals
1936	21,915	7,312	1,925	812	1,129	33,093
1937	25,309	7,929	2,147	863	1,060	37,308
1938	27,598	7,502	2,239	780	867	38,986
1939	30,479	7,721	2,090	826	955	42,071
1940	34,139	8,290	2,597	950	860	46,836
1941	39,500	8,052	3,094	839	818	52,303
1942	47,205	9,181	3,247	1,070	1,121	61,824
1943	52,579	9,202	3,401	1,079	798	67,059
1944	56,653	8,784	2,879	1,173	754	70,243
1945	62,211	8,374	2,759	1,256	729	75,329
1946*	60,000	8,500	2,650	1,200	700	73,050

* Estimated.



Ontario Flue-cured Tobacco hanging in Kiln after Curing.

Main Imports from U.S.

Previous to 1938, ninety to ninety-five per cent of all Canadian imports of leaf tobacco came from the United States. The major portion of this was American flue-cured leaf. In 1920, total imports amounted to over 18,500,000 pounds. During the next ten years total imports fluctuated between 15,000,000 and 18,500,000 pounds. Since 1930, however, when it amounted to approximately 16,250,000 pounds, there has been quite a consistent decline to less than 1,500,000 pounds in 1943. Approximately 70 per cent of this was cigar leaf and less than 15 per cent was American flue. Although Canadian imports of flue-cured leaf have consistently diminished to less than 35,000 pounds in 1945, there has been a steady increase in the quantity of cigar leaf imported since 1937. Previous to 1944, imports of cigar leaf did not exceed one million pounds. Normally, 600,000 to 700,000 pounds of imported cigar leaf is sufficient to meet requirements. The rise in imports of cigar leaf during recent years is attributed to the decrease in domestic production and a strong demand for the manufactured product. It is interesting to note, in this connection, that the use of imported burley was discontinued in 1940.

Manufacturers Use 98 Per Cent Domestic Leaf

The first marked increase in the use of domestic leaf by Canadian manufacturers occurred in 1922, when the proportion advanced to over 53 per cent from 31 per cent in 1920. During the next few years, it varied slightly, rising to 59 per cent in 1929, only to drop back to less than 54 per cent in 1930. Since 1930, however, there has been a steady advance in the proportion of Canadian leaf used in domestic manufacture until 1945, when the proportion was 98 per cent. This trend was quite evident in all manufactured products. It rose from 1930 to 1941, in cigars from 49.4

to almost 83 per cent, but due to inadequate supplies of domestic leaf, dropped back to less than 73 per cent in 1944. In cigarettes, it increased from 41.1 to 99.2 per cent in 1944, and in tobacco and snuff from 63.0 to 99.7 per cent. The phenomenal progress thus indicated is attributed in part to legislation, which made importation increasingly difficult and undesirable. Certain economic factors, such as increased production and low farm prices in 1931, 1932, and 1933 also contributed. At the same time a general improvement in the quality of the Canadian leaf has been noted.

War Shortages Affected Industry

Wartime conditions created a strong demand, and every pound of leaf produced was used. As a consequence, there has been a steady increase in the prices paid growers for the various types of leaf. Although unhampered by acreage controls, growers have been unable to take full advantage of this situation. Production was limited by several factors, most important of which was a restriction in the use of chemical fertilizer, due to the wartime demand for potash, and the small postwar supply of phosphates.

Percentage Use of Domestic Leaf

Year	Cigars	Cigarettes	Tobacco and Snuff
1935	71.7	73.9	85.8
1936	74.9	80.7	88.8
1937	75.5	82.4	89.6
1938	79.4	86.6	92.3
1939	79.0	88.3	93.2
1940	81.0	90.8	94.5
1941	82.9	95.9	98.4
1942	82.0	98.3	99.0
1943	80.5	99.2	99.4
1944	72.6	99.2	99.7

In addition, war industries drew heavily on the type of labour required by tobacco farms.

Canada Produces Record Crop This Year

Materials, such as tobacco lath, metal sheeting, nails, and kraft paper are inadequate to meet requirements of producers this year. Labour, however, is more plentiful. In spite of such difficulties it is estimated that total production during the current year will establish an all-time high record of over 134,000,000 pounds.

During the war, there was a steady increase in average farm prices for all types of leaf. During the years 1939-1945, a 73 per cent increase in the price of flue-cured leaf, 86 in burley, 130 in cigar and 150 in dark leaf was recorded. These prices have all been justified in an attempt to prevent a decline in production, which would seriously affect the economic structure of the industry.

Serious Lack of Labour During War

Manufacturers, during the war, lost much of their help to industry of higher priority. Their labour was in part, replaced by less efficient or inexperienced workers, many of whom were incapable of operating highly mechanized cigarette-making machinery, or of hand-making cigars. They were also confronted with absenteeism, high labour turnover, and had to pay higher wages for fewer and, in general, less efficient employees. In addition, new machinery and equipment was unobtainable, and it was almost

Average Farm Prices

Year	Flue	Burley (Cents per pound)	Cigar	Dark
1939	20.2	13.7	10.2	9.8
1940	20.5	12.2	10.4	10.5
1941	22.4	14.6	10.6	12.0
1942	27.8	17.0	13.0	14.6
1943	30.0	21.3	15.0	16.5
1944	30.7	23.1	21.0	21.3
1945	34.9	25.5	23.5	24.5

impossible to purchase parts for repairs. At times there was difficulty in securing processing and packaging materials, as well as shipping containers. Although the labour situation is now easier, shortages in many items continue. Despite these difficulties, manufacturers at no time during the war years increased the consumer price of their products, except when required to do so by the introduction of new or additional taxes. However, following the removal of price ceilings on tobacco and tobacco products, effective February 1, 1946, minor upward adjustments were made in prices for a limited line of brands during recent months.

Demand Exceeds Production

Although the consumption of leaf tobacco for manufacturing purposes increased annually for many years, the demand was particularly strong during the war. The increase in output of manufactured tobacco products was phenomenal. On the other hand, there was no commensurate increase in the production of leaf. As a consequence, manufacturers were required to draw heavily on reserves. This condition tended to reduce stocks of old leaf on hand to unusually low levels. To provide for adequate ageing of leaf, the maintenance of blends, and a complete assortment of brands on the market, manufacturers must have available a minimum of eighteen months' supply of old leaf as of December 31 each year. From the viewpoint of the manufacturer, however, an overall average of twenty-four months' supply is highly desirable. In the growers' interest, any figure in excess of this should be avoided.

Inasmuch as there are always more of some grades of leaf produced than others, and as manufacturers use more of certain grades than others, the supply position of certain grades is considerably more serious than is indicated in the following table:—

Duration of Old Leaf Stocks on Hand

	1940	1941	1942	1943	1944	1945	*1946
	(In months as of December 31)						
All types	23.3	18.9	18.7	16.1	11.4	11.2	10.7
Flue-cured	23.5	18.0	16.7	15.4	11.4	11.8	11.8
Burley	22.0	23.4	17.9	17.1	11.3	10.4	8.5
Cigar	19.4	17.3	16.5	13.6	10.6	9.7	10.5

* Estimated

Aged Stocks Very Low

The seriousness of the stock position is partly revealed by an examination of the production of both flue-cured and cigar leaf in relation to the production of cigarettes and cigars, during the past ten years. From 1936 to 1940 inclusive, over 277 million pounds of leaf and 34,226 million

Leaf Production Related to Manufacture

	1936-1940	1941-1945
Flue-cured (lbs.)	277,023,900	360,512,090
Cigarettes (M)	34,206,041	68,205,526
Cigar leaf (lbs.)	26,759,800	16,827,500
Cigars (M)	683,695	1,010,288

cigarettes were produced. During the next five-year period, 1941 to 1945, over 360 million pounds of leaf and over 68,205 million cigarettes were produced. Although the number of cigarettes produced doubled during the latter period, there was only a 30 per cent increase in the quantity of flue-cured leaf made available. In the case of cigar leaf and cigars, the situation is less favourable. In spite of a reduction, amounting to some 37 per cent during the past five-year period, as compared with 1936-40 there

Manufactured Tobacco Production

Year	Cigarettes (thousands)	Cigars	Cut Tobacco (thousands of pounds)	Plug	Snuff
1936	5,607,228	119,827	20,589	2,996	790
1937	6,724,333	129,873	22,439	2,808	828
1938	6,899,735	132,715	22,757	2,591	812
1939	7,163,433	135,825	24,710	2,578	837
1940	7,831,312	165,455	26,699	2,569	860
1941	9,548,466	196,724	26,019	2,452	896
1942	11,966,459	206,486	26,243	2,921	910
1943	13,591,320	200,370	24,809	2,927	942
1944	15,484,605	198,512	24,263	2,786	981
1945*	17,614,676	208,196	26,090	2,940	978

* Unrevised

was an increase of some 48 per cent in the production of cigars during the latter period. Although a reference here is made only to flue-cured and cigar leaf, the old leaf stock position of burley is more serious than that of any other type. Some improvement, varying from one to two months, is anticipated by the end of next year for all types except burley leaf, which will probably be reduced by another month.

Cigarette Consumption Doubled During War

The per capita consumption of the various manufactured tobacco products showed a general increase during the war years. This condition is largely attributed to the high level of employment in Canadian industry. In the case of cigarettes, the figure rose from 630 in 1939 to 1,255 in 1945; cigars from 11·8 to 18·2; and snuff from 0·07 to 0·09 pounds. Although cut tobacco had gradually increased to 2·23 pounds in 1940, it declined to 2·06 in 1945. Similarly, plug tobacco increased from an all-time low of 0·26 pounds in 1940, to 0·30 pounds in 1943, only to decline to 0·27 in 1945. In this connection, it may be stated that only in the case of cigars and cigarettes is increased consumption indicated, with the rise presently more evident in the latter.

From the latter part of 1941 to February 1, 1946, the tobacco industry was subjected to a series of controls, administered by the Wartime Prices and Trade Board. Although these controls were restrictive in character, considerable service was rendered on a number of occasions, as the tobacco industry did not qualify for a preference rating or priority assistance in the procurement of supplies or services. In spite of this the industry is emerging from wartime conditions in a fairly healthy position. Of fundamental importance to the grower is the marked increase in prices for green leaf during the past five years. A strong domestic and export demand for leaf of all types has developed and, in addition, continued expansion in volume and value of manufactured tobacco products is evident.

Tobacco Major Source of Revenue

Apart from the \$30,000,000 paid annually to growers, and the millions of dollars invested in capital equipment by growers, packers, and manufacturers, the tobacco industry is particularly important, inasmuch as it constitutes a source of considerable revenue to the national exchequer.

Excise Duties and Taxes Collected

Year Ending March 21	Cigarettes	Cigars (Thousands of Dollars)	Other Manufactured Products (Thousands of Dollars)	Raw Leaf
1937	23,346	493	4,813	....
1938	27,397	534	5,031	....
1939	27,653	507	5,187	....
1940	33,655	551	6,478	....
1941	45,149	763	9,570	175
1941	54,246	927	9,861	346
1943	86,245	1,065	14,764	585
1944	111,342	2,064	20,345	828
1945	122,001	2,115	20,580	692
1946	145,176	2,201	20,368	613

For a complete picture of the national revenue derived from tobacco, there should be added such items as income obtained from sales tax, war exchange tax, licence fees, income tax, excess profits tax, and customs revenue from imported items. In any case, it would appear that the government benefits to the extent of some \$4,000,000 per week from the tobacco industry of this country.

Cancel Westbound Ocean Travel Priorities

Effective January 1, 1947, westbound transportation priorities for businessmen returning from the United Kingdom will be discontinued. In the past, businessmen proceeding to the United Kingdom and the Continent, when sponsored by the Department of Trade and Commerce, were assured of return accommodation through the medium of the Canadian Trade Commissioner's office in London and the North Atlantic Passage Committee, composed of the steamship companies carrying passengers to Canada.

In view of the changing conditions, the North Atlantic Passage Committee has decided to discontinue the present system as from January 1, 1947, and thereafter businessmen and other priority passengers will be the responsibility of the steamship lines without official sponsorship. To avoid unnecessary delay, therefore, Canadian businessmen should take the necessary steps to ensure return westbound transportation by direct negotiation with the steamship company of their choice before leaving Canada.

United States De-Controls Antimony Imports

Non-food commodities, additional to those listed in the *Commercial Intelligence Journal* of November 2 and 30, 1946, have been removed from United States import control. Effective November 29, 1946, in-transit shipments of the following items, to or from Canada, will be cleared through United States Customs without authorization numbers: Antimony ore (including concentrates); antimony, needle or liquidated; antimony, as regulus or metal; and antimony alloys, containing 50 per cent or more by weight of antimony.

Chinese Government Authorizes Temporary Exchange Control

Imports restricted by trade and exchange regulations—Control vested in Central Bank of China—Exchange transactions limited to twenty-seven “appointed” banks—Permits valid for three months only.

By W. E. Jolliffe, Assistant Trade Commissioner

Shanghai, November 23, 1946.—With a view to stabilizing the national currency and promoting economic recovery, the National Government of China, in February, 1946, as a temporary measure, authorized the Central Bank of China to exercise control of foreign exchange transactions. Dealings with the public in foreign exchange, other than the exchange of foreign currency notes, were strictly limited to twenty-seven banks designated by the Central Bank of China, known as “appointed banks”.

At the same time, temporary foreign-trade regulations were officially announced, classifying imports and exports. Imports were divided into three categories: (a) Unrestricted imports; (b) licensed imports; and (c) prohibited imports.

No goods may be imported into China unless an exchange permit has been obtained and a credit opened with the authorization of the Central Bank of China. In general, goods imported into China must be covered by irrevocable letter of credit, except where usage of trade has established consignment basis. All inward collections not in line with established consignments require the prior approval of the Central Bank of China, if the drawing is in excess of U.S.\$500.

Imports Restricted to Essentials

When an order has been placed with a firm abroad, the first essential is for the supplier to cable to the Shanghai firm an approximate date of shipment. The importer must take the cable and other relevant documents to one of the appointed banks, together with an application for opening credit and an application for an exchange permit. The appointed bank, after satisfying itself that all is in order, sends one copy of the exchange permit application to the Central Bank of China, which, after due consideration, will ultimately return it to the appointed bank with confirmation or refusal. Confirmation is only given if it is considered that the importation of the goods is of benefit to China, and refusal may be made, even if the proposed imports are not on the prohibited list, if it is thought that home industries can supply the requirements of the country in that particular line or that the importation is unnecessary for any reason.

On receipt of confirmation, generally within twenty-four hours of the application being filed, the appointed bank opens the credit by cable, or air mail, with its correspondent bank abroad. The importer buys the exchange through the bank, usually paying 50 per cent margin at the time of opening the credit. The official T/T rate of the Central Bank of China is pegged at CN\$3,350 to U.S.\$1, but the appointed banks usually charge about 1 per cent commission. On arrival of the goods, the balance must be paid to the appointed bank at the rate of exchange then current, unless a forward exchange contract is made.

Permits Valid for Three Months

The exchange permit given by the Central Bank of China is valid for three months only. This means three months from the date the credit is opened in China until the time when the exporter abroad presents draft

and shipping documents to his bank and receives payment for the goods. The time taken by the goods in transit from the country of origin to Shanghai is immaterial, as far as the exchange permit is concerned, but it is essential that the draft, with shipping documents attached, should be handed in to the bank abroad and payment made within three months of the opening of the credit.

If the letter of credit has expired before the draft and shipping documents are presented to the bank, proof must be given that the delay was caused through *force majeure*, such as a transport or factory strike, in which case the Central Bank of China may, through the appointed bank, extend the credit. Such extensions, however, are rarely given. In the case of the recent United States Maritime strike, the appointed banks were authorized to extend credits for a period from the date of expiry to the date when the seamen's strike was called off, plus one month, provided they were satisfied that the case was genuine. In cases where *force majeure* cannot be claimed, the strictly enforced ruling is that a credit not taken up within three months must be re-sold to the Central Bank of China and a new application must be made. The appointed bank buys back the credit at the buying rate, the importer thus losing the difference between the buying and selling rates.

On August 19, the official devaluation of the Chinese dollar caused the Central Bank of China to make a new rule that they would buy back letters of credit contracted on or after August 19 only at their buying rate for cash ruling on the original date of the exchange contract.

Co-operation of Suppliers Essential

It will be seen that it is of paramount importance to Shanghai importers that their suppliers should do their utmost to keep to specified dates of shipment. Failure in this respect means that the second application for exchange may be refused, or that a further devaluation of the Chinese dollar may cause the importer considerable loss.

The necessity for these three-month credits is a factor in the present high cost of living in Shanghai, for in order to finance their import commitments, merchants are often obliged to borrow money at high rates of interest, sometimes as much as 20 per cent per month.

Basis for Duty Changed

A Chinese Maritime Customs notification, dated October 18, 1946, revised the import tariff provisional rule covering imports at ad valorem rates. The notification in question reads as follows:—

The duty-paying value of any import liable to an ad valorem rate of duty shall be determined on the basis of the wholesale market value of the goods in local currency at the port of importation. This latter value shall be considered to be higher than the duty-paying value by: (a) the amount of the duty on the goods; (b) 7 per cent of the duty-paying value of the goods.

The formula for ascertaining duty-paying value is:—

$$\frac{\text{CN\$ } 60 \times 100}{100 + 12\frac{1}{2} + 7} = \frac{\text{CN\$ } 6,000}{119 \cdot 5} = \text{CN\$ } 50 \cdot 21 = \text{duty-paying value.}$$

Formerly the ad valorem duty value was assessed on the black market price of the goods in Shanghai, but that was obviously an unsatisfactory method and the present system, although not in line with the procedure followed in other countries, is considered more reasonable.

Mexican Industry Shows Marked Expansion in Recent Years

Over 400 new industrial establishments create additional employment and national wealth—Increased industrial output reflects expansion.

By D. S. Cole, Commercial Counsellor, Canadian Embassy

Mexico City, December 2, 1946.—Industrial production has risen to 4,802 million pesos for the year 1945, according to the General Bureau of Statistics. Total investment in Mexico last year was valued at 3,453 million pesos, which gave work to 512,339 persons who earned a total of 100 million pesos in wages and salaries. The sum of 403 million pesos, representing the production of electrical and petroleum industries which operate with a joint capital of 1,464 million pesos, should be added to the earnings. It is claimed that this excellent record may be attributed to the Law of the Industries of Transformation (Ley de las Industrias de Transformación) of April, 1941, which provided for the creation of new industries which, in turn, were permitted to import machinery and other equipment free of duty and were granted other special facilities.

Production Reaches New High

The cotton industry has shown noteworthy development. During 1945, the value of business amounted to 45 million pesos, an all-time record. Other industries showed similar increases, particularly the beer industry with 17 million pesos; soap industry, 10 million pesos; foundries, 7·4 million pesos; and the vegetable oil industry, 9 million pesos.

Many New Industries Established

From December, 1940, to June, 1946, 401 new industries were established in Mexico. The capital involved represented some 450 million pesos, and 29,000 workers were employed. Between August, 1945, and July, 1946, 79 new industries have been installed as follows: the production of food-stuffs, 8 plants; metal work, 23; textiles, 4; crystalware and pottery, 4; electrical products, 7; industrial and agricultural machinery, 4; chemical products, 10; building materials, 7; paper and plastics, 4; vehicles, 2; various products, 6. Taking 100 as a basis for 1939, production increased to 132·2 in 1944 and 139·9 in 1945.

Morocco's Mineral Resources Are Rich and Extensive

Deposits account for 40 per cent of industrial capital and 20 per cent of exports—Phosphate production totals 2·5 million tons annually—Coal resembles Welsh anthracite—Potential markets for Canadian mining equipment.

By J. P. Manion, Canadian Trade Commissioner

(Ed.—This is the fourth in a series of articles on Morocco, forming part of an economic survey made by the author in that country, Algeria and Tunisia. Discussions of Hydropower, Industry, Communications, Prewar Trade and Commercial Opportunities for Canadians will be outlined in successive articles.)

The mountains of Morocco show evidence of every geological strata through the primary, the secondary and the tertiary—called in Canada the Pre-Cambrian—right through to the Jurassic and other more recent formations. There are certain areas in which the surface has been so greatly disturbed by earth movements that as many as five stratifications can be noted above ground—as many as in the Colorado Valley and the Painted Desert of Arizona.

There has always been a wealth of rumour about the richness of Morocco's mineral deposits. The Arabs, the Portuguese and the Romans have all taken a keen interest in the potentialities of the country and, although little is recorded of the results of their researches, mineral extraction could only have been from surface workings, since, even until recently, there has been little deep drilling in the country.

Resources Extensive But Unexploited

The greatest interest so far has been in the possibilities of developing the deposits of coal, phosphates, iron, manganese, molybdenum, cobalt, antimony, graphite, lead and zinc, nickel, tungsten, tin, copper, gold and silver. This wide variety of exploitable ores is evidence that the country has substantial potential resources, although the only ones exploited so far are coal, phosphates, manganese, cobalt, lead and molybdenum, all of which have shown some promise on world markets.

However much Morocco's mineral deposits have been over- or underestimated, they account even now for 40 per cent of the country's industrial capitalization and for 20 per cent of its export trade. Since practically all of this development has come about in the last twenty years, despite lack of capital for intensive prospection, it would appear that there is a place for Morocco on the world map of mineral-producing countries. Therefore it affords opportunity for the sale of mining equipment if nothing else.

Phosphate Production 2·5 Million Tons

Phosphates were discovered in 1912, but the first workings were begun in 1919, and the first export shipments are recorded in 1921. There are two main basins: that around Oued Zem, east of Casablanca, which is the most important producing area, and that in the vicinity of Port Gentil. The whole of phosphate production has been taken over by the Moroccan

Government, and the Office Chérifien des Phosphates has a monopoly of trade, mining and prospecting for this mineral, although it now has a cartel arrangement with producers in Algeria, Tunisia and Alsace. Before the war, Morocco was the fourth largest producer in the world, coming after the United States, the Donets Basin in Russia, and Tunisia. At that time some 1.5 million tons of phosphates were being produced yearly in Morocco, but capacity is now at the high level of 2.5 million tons per year, which will bring Morocco up to second or third place. In addition, the Moroccan mineral is of high quality, is easily worked, and the deposits are located within easy distance of the sea, which should contribute to the continued development of the industry.

The mines are well equipped, and although some deterioration occurred during the war, a purchasing mission visited the United States—and probably also Canada—to examine the most modern equipment used in North American mines, with a view to adopting all possible labour-saving and cost-reducing devices.

Deposits of High Quality

In 1939, production was 1,492,000 tons as against Tunisian output of 1,752,000 tons, and that of Algeria of approximately 600,000 tons. Since then Moroccan production has been at a fairly high level, amounting in 1944 to 1,446,000 tons as against Tunisian production of only 24,000 tons. The latter country's mining area suffered severely from the war and will take a considerable time to regain its former position. The phosphate belt extends from Morocco right through to Palestine, along the southern rim of the Mediterranean, but no deposits as rich as those of the Oued Zem or Khouribga area in Morocco have so far been discovered. These deposits, which are about 100 feet below the surface and are mined through shafts and not by stripping, extend for 60 miles from end to end and are estimated to hold in reserve some 60,000 million tons of high-grade phosphates. The analysis is excellent, averaging 46 to 50 per cent calcium, 34 to 37 per cent F_2O_5 , and over 70 per cent TPL as against an Algerian and Tunisian average of only 51 to 70 per cent.

New Equipment Required

The improvements under consideration at the moment are the use of larger hauling units in the primary adits of the mines—wagons of up to 10 tons capacity are under consideration—the installation of conveyer belts in the secondary and tertiary galleries, and the use of mechanical loaders in the stopes. The surface equipment is as efficient as present conditions warrant, consisting of rotary drying ovens, automatic loading, electric railways to the coast, and special high-speed loading equipment in Casablanca and Safi.

Canada a Potential Market

Spain, Italy, the Netherlands, Denmark, France, Germany, the Union of South Africa and the United Kingdom were the principal markets for Moroccan phosphate before the war, but in view of the general shortage of fertilizers in Europe since 1940, the postwar market should develop in all countries on the European continent. Although most of the production is now reserved for European markets, there is a provision for the use of phosphates as ballast on ships going to other destinations, and at least 2,000 tons per vessel could be brought to Canada under such an arrangement.

Iron Ore of Less Importance

Iron ore, which is important to the Algerian and Tunisian economies, is of less importance in Morocco, due to the distance from the sea of the deposits at Khenifra. Although reserves are estimated at 50 million tons, production reached a maximum of 360,000 tons, or one-fifth that of Algeria, in 1944. The ore is of good quality, with 50 to 55 per cent iron content, but it has a troublesome barytic and silica content, which reduces its value in comparison with the Algeria-Tunisia ores.

Coal Similar to Welsh Anthracite

Less than twenty years ago, a valuable anthracite coal basin, with reserves estimated between 100 and 200 million tons, was discovered in the Djerada district south of Cudjda on the frontier of Algeria. The product is similar to Welsh anthracite, having 80 to 90 per cent fixed carbon, less than 5 per cent volatile material, and 3 to 8 per cent ash. From small beginnings in 1931, production has steadily increased until in 1944 it reached a total of 134,000 tons. Since the mines are readily accessible by rail, it is believed that production will continue to increase and that local needs will ultimately be satisfied. Present handling and mining facilities permit of an output of 200,000 tons per annum.

Manganese of Interest to Canada

One of the most important minerals in Morocco, and of great interest to Canada, is manganese. There are two main deposits, one at Bou Arfa, and the other near Ouarzazate. The latter is the more important on account of the volume of reserves, it being estimated that there are 10 million tons of good-quality ores, while the Bou Arfa reserves may not exceed 400,000 tons. However, the latter are near the railway leading to the Algerian coal reserves and may be transported to the port of Nemours, in Algeria, without difficulty, while the former are 80 miles from railhead at Marrakech, over difficult country which traverses the Atlas mountains. The Bou Arfa ore has a manganese content of 40 to 50 per cent—51 to 52 per cent according to the president of the company—and is mined in rock form, suitable for metallurgical uses. The Imini mine near Ouerzazate is well equipped and capable of producing 100,000 tons per year of a 63 per cent concentrate. The mineral is soft and must be treated in a sintering plant owned by the company near Casablanca in order to agglomerate it and make it suitable for metallurgical purposes. At the same time, however, the sintering process reduces the content of lead and other impurities, and the owners are confident that, with 10-ton trucks, some of which they are acquiring this year, they will be able to compete with world prices despite the road haul to Marrakech.

This mine also produces a chemical grade of manganese with a manganese dioxide content of 94 to 97 per cent. This product is finding a ready sale in Great Britain and other countries. The producers are interested in the Canadian market for their products and are even prepared to consider Canadian financial participation if this will enable them to buy trucks and other equipment in Canada.

Cobalt Production Substantial

Cobalt is another product produced in Morocco in quantities comparable with the outputs of other countries. The Belgian Congo and Northern Rhodesia are the principal world producers, Canada and Finland coming after Morocco in fourth and fifth places respectively. There is only

one producing mine, also near Ouarzazate. In 1938, production reached a maximum of 6,440 tons of ore, averaging about 12 per cent cobalt, with about 2½ per cent nickel and small amounts of gold.

During the war, while Canada was refining the cobalt produced in the Belgian Congo and Rhodesia, the Moroccan output was going principally to the Union Minière Belge refinery in Hoboken, near Antwerp, and was undoubtedly being used by the Germans. However, now that the Belgians are presumably receiving their ores from the Congo, there might be a possibility of using Canadian refining capacity for the treating of Moroccan ores, since there appears to be no firm commitment on the part of the local producer with respect to the Belgian group.

Molybdenum Deposits Important But Small

Molybdenum is the only other metal of which Morocco is an important producer, ranking fourth after the United States, Mexico and Norway. Although production is small, amounting in the period 1936-38 to just over 100 tons in terms of pure molybdenum, it has been of some importance in the past. The Mines Branch of the Moroccan Government states, however, that the molybdenum content is decreasing with the depth of the workings, and that future production cannot be expected to equal more than half the above-mentioned total.

A considerable number of other ores are produced in Morocco, the main ones being lead (50,000 tons of ore per year) and zinc (up to 12,000 tons).

Graphite, antimony, tin, tungsten and vanadium are also produced, but, with the exception of graphite, the quantities are so small that they do not affect statistics of production.

Operating Companies Numerous

Following are notes on the chief producing mines in Morocco:

Anthracite Coal.—Société Chérifienne des Charbonnages de Djerada, P.O. Box 35, Oudjda, one-third owned by the government, is the only operating company, producing 134,000 tons in 1944. Productive capacity is now between 200,000 and 250,000 tons per annum, and visible reserves range up to 200 million tons. There are fourteen productive seams, at a 15-degree slope, some outcropping at the surface. Workings are linked to the Oudjda-Bou Arfa railway line by a 14-mile cableway to Guenfouda. Seventeen miles across the border in Algeria is the Kenadza bituminous field, and some hope is expressed for working the two mines in conjunction, making fixtures, briquettes, etc., suitable for railways, thermal power plants and industrial use. Joint exploitation should ultimately meet all requirements of North Africa and might provide a surplus for export across the Mediterranean through the port of Nemours, equipped for handling minerals.

Phosphates.—Office Chérifien des Phosphates, Rabat, a government-owned corporation, is the sole producer of phosphates. Maximum productive capacity is 2,500,000 tons per annum. The organization is highly efficient, having excellent equipment kept up to date. Two engineers have been sent to America to examine the latest developments in mining equipment and technique; they have also been invited to visit Canada. The mines require one ton of pit-props for each 100 tons of production, and offers from Canada would be much appreciated.

Petroleum.—Société Chérifienne des Pétroles, Rabat, a government-owned corporation, is the sole producer. The production area is around Petitjean in the north, where considerable exploration work is being carried on. Production has barely gone beyond 4,000 tons per annum, but some hope is expressed for a higher output from deep borings at present being made.

Manganese.—The following four mining companies are listed in order of their importance in 1937:

Société des Mines de Bou-Arfa, Bou Arfa par Oudjda. Omnium Nord-Africain et Société de Prospection and d'Etudes Minières au Maroc, 81 Boulevard Jean Courtin, Casablanca; S.A. Chérifienne d'Etudes Minières, 44 Place de France, Casablanca; Société Internationale Minière au Maroc, 145 Boulevard de Paris, Casablanca.

The mines of the first-, second- and last-mentioned companies are in the Bou Arfa area and are well served by rail to the port of Nemours in Algeria. They produced a combined total of some 60,000 tons in 1937. Their proven reserves are not high, probably amounting to no more than 400,000 tons.

The richest mine so far discovered is undoubtedly that at Imini, near Ouarzazate, owned by the Société Anonyme d'Etudes Minières, third on the list. Proven reserves are approximately 10 million tons and include good proportions of chemical-grade as well as a high-content metallurgical grade. Present mining and handling capacity is 100,000 tons per annum, but the chief difficulty at present is the distance from the mine to the railhead at Marrakech. A few 10-ton trucks are being imported this year and, if this transportation method is successful, enough will be put into service to handle 300 tons per day. Some consideration has been given the construction of a cableway across the mountains, but this has been dropped for the present. A combination of conveyer belts and chutes might be of interest to a company wishing to supply the equipment. The company is well financed, being a subsidiary of the Mokta el Hadid group, already mentioned in connection with the production of iron ore in Algeria.

Cobalt.—Société Minière de Bou-Azzer et du Graara, 81 Boulevard Jean Courtin, Casablanca, is the only producing company in Morocco, with a 1938 output of 6,440 tons of 12 per cent cobalt ore.

Molybdenum.—Société de Molybdène (Azegcur par Amizmiz), 75 rue Nationale, Casablanca, produces about 100 tons per annum, but reserves appear to be decreasing.

Graphite.—Société des Mines et Graphites du Maroc, 9 rue de Toul, Casablanca. Its mine, near Marrakech, produced 331 tons in 1937.

Iron Ore.—Société Marocaine de Mines and de Produits Chimiques, 6 Boulevard du 4e Zouaves, Casablanca, is the principal producer of the 360,000-ton output in 1944.

Cie Minière et Métallurgique, 1 rue Horace Guérard, Casablanca.

Mine d'Aim Hamra, 26 rue de l'Aviation Française, Casablanca.

Lead and Zinc.—Société des Mines d'Aouli, 1 rue de Thiaucourt, Casablanca, produced 9,733 tons of lead in 1937.

Cie Royale Asturienne des Mines, P.O. Box 24, Oudjda, produced 4,834 tons of lead in 1937.

Société des Mines de Zellidja, Bou Béker, par Oudjda, produced 3,131 tons of lead in 1937.

Société Minière du Haut Guir, Oudjda, produced 1,755 tons of lead and 4,785 tons of zinc in 1937.

Société Minière de Goundafa, 1 Place Edmond Doutte, Casablanca, produced 869 tons of lead and 2,694 tons of zinc in 1937.

Tin and Wolfram.—Société Minière Française du Maroc, Oulmes.

Salt.—Société des Salines du Maroc, Fedala, produced 1,483 tons in 1937.

Société Méridionale Salinière, Rabat, produced 9,547 tons in 1937.

Small quantities of antimony, vanadinite, nickel, gold and copper are also produced.

Netherlands Shows Interest In Canadian Pharmaceuticals

Sales currently restricted by licensing and exchange regulations—Prewar domestic production limited—Directions should be printed in Dutch.

By J. A. Langley, Commercial Counsellor, Canadian Legation

(One kilo equals 2.2 pounds; one metric ton equals 2,205 pounds; prior to May, 1940, one guilder or florin equalled \$0.67 Canadian, and now equals \$0.38)

The Hague, November 15, 1946—The possibilities for a revival of Canadian trade with the Netherlands in pharmaceutical preparations is indicated by the numerous inquiries from Canadian manufacturers and exporters as to the market opportunities for their products in Holland and also by the interest expressed by Netherlands importers, to whom these inquiries have been referred by the Trade Commissioner's office.

However, Canadian sales are, for the present at least, restricted by two factors: (1) the impossibility of supplying large-scale shipments, and (2) the unfavourable foreign exchange position of the Netherlands, which has resulted in the imposition of licensing and exchange regulations that restrict imports to those products regarded as indispensable. With the exception of penicillin, for which import permits may be granted, many preparations that were formerly obtained from abroad will necessarily be manufactured locally from imported materials.

Recent Import Figures

The most recent figures of imports of pharmaceuticals into the Netherlands are for the period January to March, 1946. These are for three items only: (1) medicines and preparations other than quinine; (2) surgical dressings; and (3) surgical wadding. Canada is not listed among the supplying countries, which are shown in the following table:

Imports of Pharmaceuticals, January-March, 1946

	Metric tons	Thousand florins
Preparations, other than quinine—		
Total	132	....
Great Britain	79	....
United States	27	....
Switzerland	16	371
France	6	55
Norway .....	....	20
Sweden	2	83
Denmark	1	50
Belgium and Luxembourg	1	11
Surgical dressings—		
Total	59	....
Great Britain	45	....
United States	14	....
Surgical wadding—		
Total	19	....
Great Britain	12	30
Sweden	2	17
France	1	91

Prewar Domestic Production Limited

Prior to Holland's entry into the war, imported pharmaceutical preparations were in good demand in that market, principally because domestic manufactures were limited and production was confined largely to such preparations as could be made from raw materials available in the Netherlands, such as vitamins, hormones, theobromine and caffeine.

Imports by Countries in 1939

Pharmaceutical products—	Kilos	Florins
Total	1,501,848	5,542,991
Germany	489,116	2,638,773
Great Britain	438,031	920,185
France	167,567	404,634
Belgium and Luxembourg	96,026	156,894
Switzerland	88,090	917,037
Surgical dressings—		
Total	135,064	158,684
Great Britain	84,215	79,926
Germany	34,099	45,111
Belgium and Luxembourg	6,581	13,180
United States	4,167	10,011
Surgical wadding—		
Total	224,331	110,222
Germany	158,685	47,509
Belgium and Luxembourg	53,555	33,305
United States	9,794	26,102

Surgical instruments, including needles, injectors, etc., optical instruments and eyeglasses are not manufactured in the Netherlands, but Röntgen tubes and ultra-violet-ray apparatus are produced for export.

Imports of Surgical Instruments and Apparatus in 1939

	Kilos	Florins
Total	177,890	713,932
Germany	131,724	527,777
Great Britain	10,423	80,008
Belgium and Luxembourg	3,799	12,190
Sweden	2,325	6,608
Switzerland	1,312	7,719
Netherlands East Indies	106	467

Directions Must be in Dutch Language

When selling medicines to the Netherlands, it is essential that directions for use be printed in the Dutch language. Usually the translation is looked after by the local representative, who also makes arrangements for the registration of trade-marks and for any other formalities which may have to be complied with in Holland.

No tariff duties are being imposed at the present time, as all imports are subject to import regulations.

Sweden's Chocolate and Soft Drink Consumption Heavy

Chocolate and sweets consumed by the Swedish people in 1945 had a value of about \$56 million, or nearly \$9 per head of population. The production of soft drinks, which has more than doubled since 1940, amounted to 155 million pints.

Freight Rates Raised by United States from January First

Average overall increase 17·6 per cent—Additional annual revenue of nearly one billion dollars provided for railways—Fifteen per cent increase for basic products of agriculture, except fruits and vegetables, and for livestock.

By H. A. Scott, Commercial Counsellor, Canadian Embassy

Washington, December 9, 1946.—Rail and water common carriers were authorized by the Interstate Commerce Commission on December 5 to increase freight rates and charges on January 1, 1947, by an average of 17·6 per cent for the country as a whole, with eastern roads obtaining a rise of 17·9 per cent and those of the rest of the country 17·4 per cent. It is estimated these new tariffs will produce one billion dollars additional income in the forthcoming year.

Raise Granted Less than Amount Requested

The increased rate is approximately that requested by the railroads on April 15 to absorb higher wages and added cost of materials and supplies. Although the carriers asked for a 25 per cent general increase, there were certain exceptions. These reduced the average of the requests to an estimated 19·6 per cent.

Rate Structure Little Changed Since 1939

Excepting the emergency increase of approximately 6·5 per cent, effective July 1, this year, there has been little change in the rate structure since 1939. The increase on July 1 reinstated substantially that granted early in 1942 but subsequently suspended. The present authorization supersedes the July increase. This means roughly that the present decision will result in an increase of only about 11 per cent in the prevailing rates.

Rates of Increase Vary

The increases authorized for line-haul services are on a general basis of 20 per cent for commodities other than those specially treated, and 15 per cent for the basic products of agriculture (except fruits and vegetables) and livestock. Blocks of flat increases were authorized for coal, varying with the basic rates. Increases were authorized on iron and steel products, but no increase was approved in the Upper Lake Superior rail rates on iron ore. A flat increase of 25 per cent was approved for various special services.

Newfoundland Bread Prices Raised

St. John's, November 29, 1946 (FTS).—The retail selling price of white and brown bread was increased from 14 to 15 cents per loaf effective November 20 by order of the Commissioner for Supply. The wholesale price was set at 14 cents per loaf, allowing only one cent profit instead of the former two cents. The price increase was necessary due to the recent rises in the price of flour.

Trade and Tariff Regulations

Jamaican Customs Requires Detailed Invoicing

Kingston, November 30, 1946 (FTS).—There have been considerable delays in the delivery of Canadian goods to Jamaica, which could have been avoided if exporters had provided sufficient information on their invoices. Jamaican customs authorities require that invoices show quantities, contents of each package, value of each item, and where there is any doubt, the basic material of which the article is manufactured. For example, it would not be sufficient to list "one dressing table set", but the number and description of the pieces should be stated. Canadian exporters are requested to comply with these regulations, so that the delays of tedious customs examination may be eliminated.

Australian Import Controls Further Relaxed

Sydney, November 28, 1946 (FTS).—Australia has put under administrative import control the following items, which were formerly on the prohibited import list when of non-sterling origin:

Sewing and embroidery silks and artificial silks; sewing and embroidery silk and artificial silk twists; high-tension ignition coils; storage batteries for use in motor vehicles; raw-hide pickers and picker saddles; musical instrument cases; almond meal; kernels, n.e.i.; menthol crystals; gelatin capsules; metallic capsules for bottles; labels supplied with goods imported in bulk for packaging in Australia; fishmaw; salt dried shrimps; black beans; dried seaweed; noodles; and dried mushrooms.

Night latches, which were previously on a 50 per cent base-year quota, are now under administrative control, and no quota is required for encyclopaediae consisting of not less than six volumes.

Argentina Applies Quotas to Certain 1947 Imports

Buenos Aires, November 30, 1946 (FTS).—Import quotas for a certain number of articles have been established by the Argentine government for the first half of 1947. Import permits will be required for some goods. Detailed information will be published in a subsequent issue of the *Commercial Intelligence Journal*.

Hong Kong Increases Duties on Liquor and Tobacco

Hong Kong, November 29, 1946 (FTS).—Effective to-day, both the preferential and general tariffs were increased 100 per cent on liquors and wines, 25 per cent on beer, and 50 per cent on tobaccos. Preferential duties on liquors, which are applicable to goods produced in and consigned from the British Empire, are one-third lower than the general duties. In the case of tobacco, the preferential duties are from 12 per cent to 31 per cent lower than the general duties.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Calgary—Board of Trade.

Edmonton—Can. Manufacturers' Association.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Montreal—Montreal Board of Trade.

Quebec City—Board of Trade.

Saint John—Board of Trade.

Toronto—Can. Manufacturers' Association.

Vancouver—Can. Manufacturers' Association.

Victoria—Dept. of Trade and Industry.

Winnipeg—Can. Manufacturers' Association.

Paul Sykes, of Ottawa, formerly Canadian Trade Commissioner in Bombay, has been appointed Canadian Trade Commissioner in Singapore. His territory will include the Straits Settlements, the Federated Malay States, the Unfederated Malay States, Siam, British Borneo and the Netherlands East Indies. He resumed his Canadian tour in Toronto on November 11, and will proceed to his new post on its conclusion.

Paul Sykes

(Appointed Trade Commissioner at Singapore)

Vancouver—December 2-14.

Edmonton—December 17.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

138. **Ecuador**—Panificadora Nacional, C.A., Rocafuerte & Tomas Martinez, Casilla 916, Guayaquil, Ecuador, desire direct and exclusive representation of a reputable Canadian flour mill. File: C.E. 263.
139. **New Zealand**—Wellington manufacturer desires source of supply for some 2,000 tons Point 263 bright, medium-hard steel wire and also bolts. File: 33196.
140. **British West Indies**—W. E. Julien & Co. Ltd., Scott Street, St. George's, Grenada, a dependable firm already representing several Canadian firms, desire to extend their activities as a direct representative or sole distributor for the following items: dairy produce, meat products, flavouring extracts, confectionery, cereals and grains, textiles, wearing apparel, lumber, paints, builders' hardware, particularly nails, paper and paper manufactures, malt liquor, wines, etc. File: 25358.

Minister Gives Additional Facts about Canadian International Trade Fair

Information given to meeting of foreign commercial representatives—Brochure on Fair to be issued before March 1, 1947.

Plans and progress of the Canadian International Trade Fair to be held in Toronto in June, 1948, were discussed on December 5 by the Hon. James A. MacKinnon, Minister of Trade and Commerce, at a meeting with the commercial representatives of the various embassies and legations accredited to Canada. The meeting indicated that it was necessary to stress the following information as well as the procedure to be followed by foreign manufacturers and producers applying for space.

Attendance Is Limited

As the Trade Fair is a business fair (called a sample fair in certain countries), government as such are not being asked to participate. The public will not be admitted to the fair, attendance being limited to buyers, exhibitors and government officials. In essence, it is to be an international market place where actual purchases and sales will be transacted.

Exhibits Grouped by Products

Exhibits will be classified and space allotted according to the trade classification of the product rather than by country of origin. For example, Belgian stemware would be displayed in the "Glassware" trade group rather than under "Belgium", the country of origin.

Who May Apply for Space

Manufacturers and producers from abroad, or their agents, may apply for space if they are interested in selling their products in Canada. Canadian manufacturers and producers, or their agents, may apply for space if they are prepared to deliver their products to countries outside of Canada.

How Space Application May be Made

The procedure by which manufacturers and producers or their agents from all countries outside of Canada make application for space is as follows: A formal invitation has gone forward to each government abroad with whom Canada enjoys trade relations, for transmission to their manufacturers and producers. This invitation asks manufacturers and producers interested in obtaining space to write to the nearest Canadian Foreign Trade Service representative for a copy of the Canadian International Trade Fair brochure. Canadian manufacturers and producers are invited to write to the Canadian Government Exhibition Commission, 479 Bank Street, Ottawa.

Brochure Will Give Space Rates

This brochure will be available on or before March 1, 1947, and will contain an "Application for Space" card. All applications for space must be made on this card. The cost of space rental per square foot will be given in the brochure and not announced otherwise until the brochure has been issued.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operators, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Halifax

Destination	Loading Date	Vessel	Operator or Agent
Africa-South—			
Cape Town.....	December 16 January 17	<i>Cumberland County</i> <i>A Ship</i>	Montreal Shipping Montreal Shipping
Port Elizabeth.....			
East London.....			
Durban.....			
Belgium—			
Antwerp.....	December 21-22	<i>Beckenham</i>	Cunard White Star
Cuba—			
Santiago.....	December 23-28	<i>Oakmount Park</i>	Pickford and Black
Holland—			
Rotterdam.....	December 21-22	<i>Beckenham</i>	Cunard White Star
Amsterdam.....			
Mexico—			
Vera Cruz.....	January 2-5	<i>Lansdowne Park</i>	Canadian National
Newfoundland—			
St. John's.....	December 15	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	December 28	<i>Blue Peter II</i>	Montreal Shipping
United Kingdom—			
Avonmouth.....	January 7	<i>Boston City</i>	Furness Withy
Cardiff.....	January 7	<i>Boston City</i>	Furness Withy
Hull.....	December 14	<i>Consuelo</i>	McLean Kennedy
Liverpool.....	December 21	<i>Samaria</i>	Cunard White Star
Liverpool.....	December 23	<i>Valacia</i>	Cunard White Star
Liverpool.....	December 31	<i>Cavina</i>	Cunard White Star
Liverpool.....	January 3	<i>Pacific Enterprise</i>	Furness Withy
London.....	December 23	<i>Fort Spokane</i>	Cunard White Star
London.....	December 30	<i>Port Melbourne</i>	Cunard White Star
Newcastle.....	December 31	<i>Cairnavon</i>	Furness Withy
Swansea.....	January 7	<i>Boston City</i>	Furness Withy
West Indies—			
Antigua.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Antigua.....	December 18-23	<i>Sutherland Park</i>	Canadian National

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Antigua.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Antigua.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Barbados.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Barbados.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Barbados.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Barbados.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Barbados.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Bermuda.....	December 17	<i>Canadian Observer</i>	Canadian National
Bermuda.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Bermuda.....	December 26	<i>Cartier Park</i>	Canadian National
Bermuda.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Bermuda.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Bermuda.....	January 7	<i>Lorne Park</i>	Canadian National
Bermuda.....	January 21	<i>Canadian Observer</i>	Canadian National
British Guiana.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
British Guiana.....	December 18-23	<i>Sutherland Park</i>	Canadian National
British Guiana.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
British Guiana.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
British Guiana.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Dominica.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Grenada.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Grenada.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Grenada.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Grenada.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Jamaica.....	December 17	<i>Canadian Observer</i>	Canadian National
Jamaica.....	December 26	<i>Cartier Park</i>	Canadian National
Jamaica.....	December 23-27	<i>Oakmount Park</i>	Pickford and Black
Jamaica.....	January 7	<i>Lorne Park</i>	Canadian National
Jamaica.....	January 20-24	<i>Dufferin Park</i>	Pickford and Black
Jamaica.....	January 21	<i>Canadian Observer</i>	Canadian National
Jamaica.....	February 7-11	<i>Oakmount Park</i>	Pickford and Black
Montserrat.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Nassau.....	December 17	<i>Canadian Observer</i>	Canadian National
Nassau.....	December 26	<i>Cartier Park</i>	Canadian National
Nassau.....	January 7	<i>Lorne Park</i>	Canadian National
Nassau.....	January 21	<i>Canadian Observer</i>	Canadian National
St. Kitts.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Kitts.....	December 18-23	<i>Sutherland Park</i>	Canadian National
St. Kitts.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
St. Kitts.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
St. Lucia.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Lucia.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
St. Lucia.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Vincent.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
St. Vincent.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Trinidad.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Trinidad.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Trinidad.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Trinidad.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Trinidad.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National

T. N. Beaupré Will Give Radio Talk

A radio talk on the Foreign Trade Service is to be given by T. N. Beaupré, Assistant Trade Commissioner, Department of Trade and Commerce, over Station CKCO, Ottawa, on December 15, from 6.45 to 7.00 p.m.

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques...	December 26	<i>Fantee</i>	Elder Dempster
Lourenco Marques...	January 2	<i>Tarkwa</i>	Elder Dempster
Lourenco Marques...	January 14	<i>Cargill</i>	Elder Dempster
Lourenco Marques...	January 24	<i>Chandler</i>	Elder Dempster
Africa-South—			
Cape Town.....	December 26.	<i>Fantee</i>	Elder Dempster
Port Elizabeth.....	January 2	<i>Tarkwa</i>	Elder Dempster
East London.....	January 14	<i>Cargill</i>	Elder Dempster
Durban.....	January 15	<i>A Ship</i>	Montreal Shipping
	January 24	<i>Chandler</i>	Elder Dempster
Argentina—			
Buenos Aires.....	December 20	<i>Pontus H. Ross</i>	Montreal Shipping
Australia—			
Brisbane.....	Dec. 30-Jan. 4	<i>City of Carlisle</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	December 18	<i>Marchport</i>	March Shipping
Antwerp.....	December 19	<i>Hedel</i>	Shipping Limited
Antwerp.....	December 20	<i>Beckenham</i>	Cunard White Star
Antwerp.....	December 31	<i>Marchdale</i>	March Shipping
Antwerp.....	Early January	<i>A Ship</i>	Canada Steamships
Antwerp.....	January 10-15	<i>A Ship</i>	Montreal Shipping
Brazil—			
Rio de Janeiro.....		<i>A Ship</i>	Montreal Shipping
Santos.....			
British Honduras—			
Belize.....		<i>A Ship</i>	Saguenay Terminals
China—			
Shanghai.....	January 2-5	<i>City of Poona</i>	McLean Kennedy
Shanghai.....	December 21	<i>Maria G.</i>	Montreal Shipping
Taku Bar.....			
	January 15	<i>A Ship</i>	Montreal Shipping
Colombia—			
Barranquilla.....		<i>A Ship</i>	Saguenay Terminals
Costa Rica—			
Port Limon.....		<i>A Ship</i>	Saguenay Terminals
Cuba—			
Havana.....		<i>A Ship</i>	Saguenay Terminals
Curaçao.....		<i>A Ship</i>	Saguenay Terminals
Egypt—			
Alexandria.....	Early January	<i>Ben H. Miller</i>	McLean Kennedy
Port Said.....			
Port Said.....	December 24-27	<i>City of Khios</i>	McLean Kennedy
Port Said.....			
	Mid-January	<i>Empire Spartan</i>	McLean Kennedy
Eire—			
Dublin.....	December 18	<i>Irish Elm</i>	Shipping Limited
Dublin.....	December 31	<i>Irish Hazel</i>	Shipping Limited
Dublin.....	January 9-13	<i>Fanad Head</i>	McLean Kennedy
Germany—			
Hamburg.....	December 18	<i>Marchport</i>	March Shipping
Hamburg.....	December 31	<i>Marchdale</i>	March Shipping
Hamburg.....	January 10-15	<i>A Ship</i>	Montreal Shipping
Guatemala—			
Puerto Barrios.....		<i>A Ship</i>	Saguenay Terminals
Holland—			
Rotterdam.....	December 18	<i>Marchport</i>	March Shipping
Rotterdam.....	December 19	<i>Hedel</i>	Shipping Limited

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
Holland—Con.			
Rotterdam.....	December 31	<i>Marchdale</i>	March Shipping
Rotterdam.....	Early January	<i>A Ship</i>	Canada Steamships
Rotterdam.....	January 10-15	<i>A Ship</i>	Montreal Shipping
Rotterdam.....	December 20	<i>Beckenham</i>	Cunard White Star
Amsterdam.....			
Hong Kong.....	December 21	<i>Maria G</i>	Montreal Shipping
	January 2-5	<i>City of Poona</i>	McLean Kennedy
	January 15	<i>A Ship</i>	Montreal Shipping
India—			
Karachi.....	December 17	<i>Samovar</i>	McLean Kennedy
Bombay.....			
Madras.....			
Calcutta.....	December 18	<i>Oceanside</i>	March Shipping
Bombay.....	December 24-27	<i>City of Khios</i>	McLean Kennedy
Madras.....			
Calcutta.....			
Mediterranean—			
Central and	December 23	<i>Mont Gaspe</i>	Montreal Shipping
Western Areas...	December 25	<i>Fort Marin</i>	Montreal Shipping
	January 10-15	<i>Mont Alta</i>	Montreal Shipping
Morocco—			
Casablanca.....	December 23	<i>Mont Gaspe</i>	Montreal Shipping
Casablanca.....	December 25	<i>Fort Marin</i>	Montreal Shipping
Casablanca.....	January 10-15	<i>Mont Alta</i>	Montreal Shipping
New Zealand—			
Auckland.....	January 9-13	<i>Sampler</i>	Montreal Australia
Wellington.....			
Lyttelton.....			
Dunedin.....			
Bluff.....			
Northern Ireland—			
Belfast.....	January 2-6	<i>Torr Head</i>	McLean Kennedy
Panama—			
Cristobal.....		<i>A Ship</i>	Saguenay Terminals
Philippines—			
Manila.....	December 21	<i>Maria G.</i>	Montreal Shipping
Manila.....	January 2-5	<i>City of Poona</i>	McLean Kennedy
Manila.....	January 15	<i>A Ship</i>	Montreal Shipping
Poland—			
Gdansk.....	December 18	<i>Marchport</i>	March Shipping
Gdansk.....	December 31	<i>Marchdale</i>	March Shipping
Gdansk.....	January 10-15	<i>A Ship</i>	Montreal Shipping
Portugal—			
Lisbon.....	December 23	<i>Mont Gaspe</i>	Montreal Shipping
Lisbon.....	December 25	<i>Fort Marin</i>	Montreal Shipping
Lisbon.....	January 10-15	<i>Mont Alta</i>	Montreal Shipping
Singapore.....	December 21	<i>Maria G.</i>	Montreal Shipping
	January 15	<i>A Ship</i>	Montreal Shipping
United Kingdom—			
Glasgow.....	December 28	<i>Delilian</i>	Donaldson Atlantic
Liverpool.....	December 27	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	January 2-6	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	January 9-13	<i>Fanad Head</i>	McLean Kennedy
London.....	December 18	<i>Beaverlake</i>	Canadian Pacific
London.....	December 18	<i>Fort Spokane</i>	Cunard White Star
London.....	December 30	<i>Beaverdell</i>	Canadian Pacific
Manchester.....	December 24	<i>Manchester Commerce</i>	Furness Withy

Departures from Saint John—Concluded

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
Con.			
Manchester.....	January 2	<i>Manchester Port</i>	Furness Withy
Manchester.....	January 9	<i>Manchester Trader</i>	Furness Withy
Newcastle.....	January 3	<i>Cairnesk</i>	Cairn-Thomson
Uruguay—			
Montevideo.....	December 20	<i>Pontus H. Ross</i>	Montreal Shipping
Venezuela—			
La Guaira.....	.....	<i>A Ship</i>	Saguenay Terminals
Puerto Cabello.....			
Maracaibo.....			

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, loading berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques.....	.....	<i>A Ship</i>	North Pacific Shipping
Africa-South—			
Cape Town.....	.....	<i>A Ship</i>	Empire Shipping
Durban.....			
Argentina—			
Buenos Aires.....	Early December	<i>Hindanger</i>	Empire Shipping
Australia—			
Newcastle.....	Mid-December	<i>Aristotelis</i>	Empire Shipping
Sydney.....			
Melbourne.....			
Adelaide.....			
Sydney.....	January 10	<i>Parrakoola</i>	Empire Shipping
Melbourne.....			
Brazil—			
Rio de Janeiro.....	Early December	<i>Hindanger</i>	Empire Shipping
Burma—			
Rangoon.....	.....	<i>A Ship</i>	Dingwall Cotts
Central America	January	<i>A Ship</i>	Empire Shipping
China—			
Shanghai.....	Late December	<i>Mongabarra</i>	Empire Shipping
Chinwangtao.....			
Shanghai.....	Early January	<i>Vito</i>	Empire Shipping
Colombia—			
Buenaventura.....	January	<i>A Ship</i>	Empire Shipping
Curaçao.....	.....	<i>A Ship</i>	Empire Shipping
Egypt—			
Alexandria.....	December 15-20	<i>Elias G. Kulukundis</i> <i>Kastor</i>	Empire Shipping
Alexandria.....	Early January		Empire Shipping
France—			
North Coast.....	Early December	<i>Capitaine Lacoley</i> <i>Coutances</i>	Empire Shipping
North Coast.....	Late December		Empire Shipping
Greece—			
Piraeus.....	December 15-20	<i>Elias G. Kulukundis</i> <i>Kastor</i>	Empire Shipping
Piraeus.....	Early January		Empire Shipping

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Hawaii— Honolulu.....		<i>A Ship</i>	Dingwall Cotts
Hong Kong		<i>A Ship</i>	Balfour Guthrie
India— Bombay.....		<i>A Ship</i>	Dingwall Cotts
Italy— Genoa.....	December 15-20	<i>Elias G. Kulukundis</i>	Empire Shipping
Genoa.....	Early January	<i>Kastor</i>	Empire Shipping
Mexico		<i>A Ship</i>	Gardner Johnson
Netherlands	December 15	<i>Wm. W. McKee</i>	Empire Shipping
Netherlands Indies		<i>A Ship</i>	Dingwall Cotts
New Zealand— Auckland.....		<i>A Ship</i>	Canadian Australasian
Dunedin.....			
Palestine— Haifa.....	December 15-20	<i>Elias G. Kulukundis</i>	Empire Shipping
Haifa.....	Early January	<i>Kastor</i>	Empire Shipping
Philippines— Cebu.....		<i>A Ship</i>	Balfour Guthrie
Iloilo.....			
South America— East Coast.....		<i>A Ship</i>	Balfour Guthrie
South Sea Islands— Papeete.....		<i>A Ship</i>	Canadian Australasian
Rarotonga.....			
Sweden		<i>A Ship</i>	Gardner Johnson
United Kingdom— Glasgow.....	Late December	<i>Parthenia</i>	Donaldson Line
Liverpool.....	Late December	<i>Parthenia</i>	Donaldson Line
Liverpool.....	Late December	<i>A Ship</i>	Furness Pacific
London.....	Late December	<i>A Ship</i>	Furness Pacific
Uruguay— Montevideo.....		<i>A Ship</i>	Balfour Guthrie
Venezuela— Puerto Cabello.....		<i>A Ship</i>	Balfour Guthrie
West Indies— Jamaica.....		<i>A Ship</i>	Canada Shipping
Trinidad.....		<i>A Ship</i>	Balfour Guthrie

Electricity Widely Used in Sweden

About one-third of Sweden's water-power resources, which represent an annual production of 40,000 million kwh., has been harnessed. The combined capacity of the hydro-electric plants is approximately 2.5 kw., and their output in 1945 amounted to 13,500 million kwh. Per capita, this figure corresponds to 2,050 kwh., which is surpassed only by Norway, Canada and Switzerland. The development of Sweden's water-power resources was stepped up considerably during the war; while in 1936-40 the annual production capacity grew by about 1,200 million kwh., the increase during the following five-year period was no less than about 5,000 kwh.

Foreign Commercial Representatives

This directory of Commercial Representatives of Foreign Governments, presently in Canada, is introduced as an additional service to the commercial community. It is requested that any changes in the appointments or addresses be forwarded to the Editor, *Commercial Intelligence Journal*.

- Argentina**—Carlos M. Braceras, Representative of the Argentine Institute of Trade Promotion, 1111 Beaver Hall Hill, Montreal. Telephone—Marquette 2811.
- Australia**—Clifton J. Carne, Commercial Attaché, Office of the High Commissioner for the Commonwealth of Australia, 114 Wellington Street, Ottawa. Telephone—3-8458.
- Belgium**—Maurice Heyne, Counsellor, Belgian Embassy, 3540 Mountain Street, Montreal. Telephone—HARbour 0129.
Louis Couvreur, First Secretary, Belgian Embassy, 395 Laurier Avenue East, Ottawa. Telephone—4-2060.
- Brazil**—Caio de Lima Cavalcanti, Commercial Counsellor, Brazilian Embassy, 140 Wellington Street, Ottawa. Telephone—5-1485.
A. G. de Miranda Netto, Commercial Attaché, Brazilian Embassy, 140 Wellington Street, Ottawa. Telephone—5-1485.
- British West Indies and British Guiana**—C. Rex Stollmeyer, Trade Commissioner, 37 Board of Trade Building, Montreal. Telephone—PLateau 8282.
- Chile**—Carlos Crocharé, Second Secretary, Chilean Embassy, Room 215, 56 Sparks Street, Ottawa. Telephone—5-4402.
- China**—There is no commercial representative in Canada. All commercial matters are handled by the Chinese Embassy in Washington.
- Cuba**—His Excellency Dr. Mariano Brull, Minister, Cuban Legation, 499 Wilbrod Street, Ottawa. Telephone—5-6834.
- Czechoslovakia**—Dr. Karel Sakh, Counsellor and Chargé d'Affaires, 171 Clemow Avenue, Ottawa. Telephone—2-1545.
- Denmark**—Viggo Theis-Nielson, Vice-Consul, Danish Consulate General, Room 812 Keefer Building, 1440 St. Catherine Street West, Montreal. Telephone—PLateau 2030.
- Dominican Republic**—Julio A. Ricart, Consul-General, 46 Delaware Avenue, Ottawa. Telephone—2-1130.
- France**—Bernard Lechartier, Commercial Counsellor and Financial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
Jacques Humbert, Commercial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.
Gérard Dubois, Commercial Attaché, French Embassy, 610 St. James Street West, Montreal. Telephone—HARbour 2271.
- Greece**—Pami Malamaki, Commercial Counsellor, Greek Embassy, Suite 110, Chateau Laurier, Ottawa. Telephone—5-2255.
- Haiti**—Philippe Cantave, Consul-General, Room 308, 18 Rideau Street, Ottawa. Telephone—2-1272.
- India**—M. R. Ahuja, Trade Commissioner, Royal Bank Building, Toronto. Telephone—ELgin 3223.
- Ireland**—John M. Conway, Official Secretary, Office of the High Commissioner for Ireland, 140 Wellington Street, Ottawa. Telephone—3-6281.
- Italy**—Pietro Migone, Second Assistant to the Representative of Italy (Personal rank of Vice-Consul), 384 Laurier Avenue East, Ottawa. Telephone—2-8761.
- Mexico**—Consul-General, Room 507, 1410 Stanley Street, Montreal. Telephone—LANcaster 2502.
- Netherlands**—E. L. Hechtermans, Commercial Secretary, Netherlands Legation, 8 Range Road, Ottawa. Telephone—4-3312.
Dr. A. S. Tuinman, Agricultural Attaché, Netherlands Legation, 8 Range Road, Ottawa. Telephone—2-4142.
- New Zealand**—J. A. Malcolm, Trade Commissioner, 140 Wellington Street, Ottawa. Telephone—3-7771.
A. W. Broadbent, Assistant to the Trade Commissioner, 140 Wellington Street, Ottawa. Telephone—3-7771.
- Norway**—Knut Orre, First Secretary, Norwegian Legation, 1410 Stanley Street, Montreal. Telephone—PLateau 9785.
- Peru**—Francisco Pardo de Zela, Commercial Attaché, Peruvian Embassy, 36 Elgin Street, Ottawa. Telephone—5-7201.
- Poland**—T. Wiewiorowski, Commercial Attaché, Polish Legation, 183 Carling Avenue, Ottawa. Telephone—2-4076.
- Sweden**—B. G. Järndstedt, Second Secretary, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.
C. H. Nauckhoff, Attaché, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.

- Switzerland**—Walter E. A. Jaeggi, Secretary, Swiss Legation, Room 252, Chateau Laurier, Ottawa. Telephone—2-5455.
E. R. Zuerrer, Swiss Office for the Development of Trade, 159 Bay Street, Toronto. Telephone—ELgin 2959.
- Turkey**—Rifki Zorlu, Counsellor, Turkish Legation, Room 560, Chateau Laurier, Ottawa. Telephone—3-4701.
- Union of South Africa**—Herbert Neethling, Secretary, Office of the High Commissioner for the Union of South Africa, 15 Sussex Street, Ottawa. Telephone—2-1771.
- Union of Soviet Socialist Republics**—N. I. Betin, Acting Commercial Counsellor, Soviet Embassy, 24 Blackburn Avenue, Ottawa. Telephone—5-1824.
- United Kingdom of Great Britain and Northern Ireland**—A. M. Wiseman, C.M.G., M.C., United Kingdom Senior Trade Commissioner and Economic Adviser to the High Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.
A. R. Bruce, Trade Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.
R. K. Jopson, O.B.E., Trade Commissioner, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.
W. D. Lambie, Trade Commissioner for the Maritime Provinces, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.
J. Paterson, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ELgin 5588.
A. P. Timms, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ELgin 5588.
D. Broad, Trade Commissioner, 703 Royal Bank Building, Winnipeg. Telephone—9-2956.
H. Oldham, Trade Commissioner, 850 West Hastings Street, Vancouver. Telephone—PACific 4644.
- United States of America**—Colonel Henry M. Bankhead, Counsellor for Economic Affairs, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Homer S. Fox, Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Meade T. Foster, Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Oliver B. North, Assistant Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Joseph L. Dougherty, Assistant Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Terry B. Sanders, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
Paul F. DuVivier, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Yugoslavia**—Pero Cabrić, Chargé d'Affaires, 259 Daly Avenue, Ottawa. Telephone—5-4966.

First Postwar British Industries Fair

Every article to be shown at the British Industries Fair next May will be available for export. This was announced recently by the United Kingdom Board of Trade in a statement giving further details of the first of these fairs to be held since 1939. The products of all the lighter industries (including the textile and furniture trades) will be shown in London, while the Birmingham section will comprise exhibits submitted by the hardware, metal and engineering industries.

The fair is entirely national in character: only goods produced in the United Kingdom or any part of the British Empire may be shown. Participation is confined to the actual manufacturers of the articles exhibited, with the single exception of the textile section, where merchant firms will be allowed to exhibit. In order to help the visitors expected from all parts of the world, catalogues of the two sections of the 1947 Fair will be indexed in nine languages. Copies of an advance edition of the catalogue of the London section will be despatched to overseas buyers about six weeks before the opening of the fair.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in making shipments to countries outside the sterling area, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations Dec. 2	Nominal Quotations Dec. 9
Argentina.....	Peso	Off.	·2977	·2977
		Free	·2443	·2440
Australia.....	Pound	...	3·2160	3·2160
Belgium and Belgian Empire.....	Franc	...	·0227	·0227
Bolivia.....	Boliviano	...	·0238	·0238
British West Indies (except Jamaica).....	Dollar	...	·8396	·8396
Brazil.....	Cruzeiro	...	·0541	·0541
Chile.....	Peso	Off.	·0517	·0517
		Export	·0400	·0400
China.....	Dollar	...	·0003	·0003
Colombia.....	Peso	...	·5698	·5698
Cuba.....	Peso	...	1·0000	1·0000
Czechoslovakia.....	Koruna	...	·0200	·0200
Denmark.....	Krone	...	·2087	·2087
Ecuador.....	Sucre	...	·0740	·0740
Egypt.....	Pound....	...	4·1333	4·1333
Erie.....	Pound	...	4·0300	4·0300
Fiji.....	Pound	...	3·6363	3·6363
Finland.....	Markka	...	·0073	·0073
France and French North Africa.....	Franc	...	·0084	·0084
French Empire—African.....	Franc	...	·0143	·0143
French Pacific Possessions.....	Franc	...	·0202	·0202
Haiti.....	Gourde	...	·2000	·2000
Hong Kong.....	Dollar	...	·2513	·2513
Iceland.....	Krona	...	·1545	·1545
India.....	Rupee	...	·3022	·3022
Iraq.....	Dinar	...	4·0300	4·0300
Italy.....	Lira	...	·0044	·0044
Jamaica.....	Pound	...	4·0300	4·0300
Mexico.....	Peso	...	·2058	·2058
Netherlands.....	Florin	...	·3780	·3780
Netherlands East Indies.....	Florin	...	·3766	·3766
Netherlands West Indies.....	Florin	...	·5303	·5303
New Zealand.....	Pound	...	3·2402	3·2402
Norway.....	Krone	...	·2020	·2020
Palestine.....	Pound	...	4·0300	4·0300
Peru.....	Sol	...	·1550	·1530
Philippines.....	Peso	...	·5000	·5000
Portugal.....	Escudo	...	·0403	·0403
Siam.....	Baht	...	·1000	·1000
Spain.....	Peseta	...	·0916	·0916
Straits Settlements.....	Dollar	...	·4702	·4702
Sweden.....	Krona	...	·2783	·2783
Switzerland.....	Franc	...	·2325	·2325
Turkey.....	Piastre	...	·0035	·0035
Union of South Africa.....	Pound	...	4·0300	4·0300
United Kingdom.....	Pound	...	4·0300	4·0300
United States.....	Dollar	...	1·0000	1·0000
Uruguay.....	Peso	Controlled	·6583	·6583
		Uncontrolled	·5629	·5629
Venezuela.....	Bolivar	...	·2985	·2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5670).

Commodity Officers—

Token Shipments to U.K.—A. E. Fortington (5670).

Foods Section—

Live stock and products, fish and products, H. A. Gilbert, Chief (2380).
Plants and products, G. F. Clingan (7523).
Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals Section—

Machinery and industrial equipment, C. J. Gardner, Chief (4082).
Iron and steel products, E. L. Smith (4082).
Non-ferrous metals and non-metallic minerals, A. M. Tedford (4863).
Chemicals and allied products, S. G. Barkley (7601).
Electrical machinery and equipment, A. S. MacRae (7601).
Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber Section—

Textiles and apparel, G. R. Poley, Chief, and J. U. Curtis (3004).
Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper Section—

Wood and products, G. H. Rochester, Chief (4863).
Paper and products, E. Clarke and N. R. Chappell (6974).

General Products Section—

General products, W. H. Grant, Chief (3209).
Miscellaneous products, P. G. Jones (4160).
Durable consumer-goods, W. H. Grant (3209).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417); Assistant Director, C. F. McGinnis (7163).

Raw Materials Section—Chief, C. F. McGinnis (7163); (Supply Research), A. C. Fairweather (6905), P. E. Jensen (6958), and M. C. Hughes (6958); (Trade Controls), W. G. Hopkins (6552).

Manufactured Goods Section—H. B. Scully and G. C. Clarke (6519).

Trade Services Directory—A. J. Langdon (6905).

Canadian Importers' Directory—Miss M. E. Adams (6552).

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5830).

Commercial Relations Division—Director, H. R. Kemp (5151). Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819)

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, Chief, S. L. Tilley (6588).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in thirty-three British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA. Cable address—*Cancomco* (5091).

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—*Excredcorp* (2-4828).

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries (7818).

Canadian Trade Commissioners

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—

Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

E. H. MAGUIRE, Acting Commercial Secretary. Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).
Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgian Congo

L. H. AUSMAN, Boîte postale 373, Leopoldville.

Territory includes Kenya, Uganda, Tanganyika, Angola and French Equatorial Africa.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrôpole, 7th Floor, Av. Presidente Wilson 165.

W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Caixa Postal 2164, Rio de Janeiro

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.
Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building.

Territory includes Bolivia.

China

L. M. COSGRAVE, Commercial Counsellor, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523.
Territory includes Republic of Panama and the Canal Zone.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

R. CAMPRELL SMITH (Acting). Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, Iran, and Turkey.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland, Algeria, Morocco and Tunisia.

J. H. TREMBLAY, Commercial Secretary (Agriculture), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Greece

T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Queen Vassilissis Sophias Street, Athens.

Territory includes Turkey.

Guatemala

C. B. BIRKETT. Address for letters—P.O. Box 400, Guatemala City.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

C. R. GALLOW (Acting). Address for letters—P.O. Box 126.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

Ireland

E. L. McCOLL and H. L. E. PRIESTMAN, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—Casella Postale 475, Rome.

Territory includes Czechoslovakia, Malta, Yugoslavia, and Libya.

Canadian Trade Commissioners

Malayan Union

ARTHUR WILDING, Canadian Commercial Agent, Room D-2, Union Building, Singapore.

Territory includes Singapore, British North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 1660, Wellington.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands, and Gibraltar.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, and Nyasaland.

Cable address, Cantracom.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province, Orange Free State and South-West Africa, Mauritius, and Madagascar.

Cable address, Cantracom.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, Canadian Stockholm.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London: R. P. BOWER, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England. East Anglia, and British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, Sleighing, London.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, Canfrucum.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, Agrilson.

London: R. D. ROE, Commercial Secretary for Canada (Timber Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, Timcom, London.

Liverpool: M. J. VECHSLER, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, Cantracom.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—8° Piso, Edif. America, Esq., Veroes, Caracas.

Territory includes Netherlands West Indies.

Commercial Intelligence Journal

Vol. LXXV

OTTAWA, DECEMBER 21, 1946

No. 2238



NOTICE TO SUBSCRIBERS

Subscribers are requested to renew their subscriptions to the *Commercial Intelligence Journal* on receipt of a notice from the King's Printer, Government Printing Bureau, Ottawa. Renewal notices will be mailed to subscribers four weeks prior to the expiry date of their subscriptions. If no reply has been received by this date, the name of the subscriber will be removed from the mailing list on the assumption that he no longer wishes to receive this publication.

The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

Material contained in the *Commercial Intelligence Journal* may be reprinted in whole or in part, with or without credit, though some acknowledgment would be appreciated.

COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, DECEMBER 21, 1946

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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COVER SUBJECT—Three Rivers, or Trois Rivières, is a thriving port on the St. Lawrence, midway between Montreal and Quebec, whose season of navigation recently was drawn to a close. Its name is derived from the St. Maurice, which flows in from the north and was formerly known as Trois Rivières because of the three channels created by two islands at its mouth, and visible in the cover photograph. Arrivals during the past season totalled 2,060 ocean-going, coastal and inland vessels, of 1,785,890 net tons, according to figures released by the National Harbours Board. These compare with 1,965 ships, of 2,235,078 net tons, last year. Inward cargo consisted of 284,353 manifest tons foreign and 1,138,081 tons domestic, as against 322,787 tons foreign and 1,286,303 tons domestic in 1945. Outward cargo consisted of 456,425 tons foreign and 8,260 tons domestic, compared with 817,322 tons foreign and 9,727 tons domestic last year. Considerable trade in lumber, grain and cattle has been carried on in the past with the British West Indies, Great Britain, South America, and the United States, and more recently in paper and wood pulp.

Royal Canadian Air Force Photo

Canada-Newfoundland Trade Five Times Prewar Figure

*Newfoundland is Canada's fifth best market, while
Canada is third ranking customer of Newfoundland—
Good trade relations enhance expanded trade.*

By J. C. Britton, Canadian Trade Commissioner

St. John's, December 14, 1946.—Reciprocal trade between Canada and Newfoundland has substantially increased in recent years. The trade of the two countries is now five times greater than it was six years ago. Newfoundland is a leading Canadian export market, occupying fifth position as a buyer of Canadian products in the month of September this year. In 1944, Newfoundland was one of Canada's seven leading customers and it has been included among the first ten countries importing Canadian products since 1935.

Canadian Market Could be Expanded

The Canadian market is also of the utmost interest to Newfoundland exporters, as Canada is one of the country's best customers, over a lengthy period having ranked third on the list of Newfoundland's external markets. Newfoundland's exports to Canada have expanded greatly in recent years and it would appear, from the progress made, that the Canadian market is capable of greater development on the part of Newfoundland exporters, particularly as the country is now able to offer a wider variety of products, principally fish, for shipment abroad.

Good Trade Relations Exist

Trading relations between Canadian and Newfoundland firms have been built up over a lengthy period. It is doubtful if at any time in the past they have embraced such a wide field or that the products of the two countries have been in such demand in both markets. The commodities previously interchanged were quite varied, but they are now much more diversified. The proximity of the two countries encouraged reciprocal trade. In addition, buying habits and trading methods in Canada and Newfoundland are identical and it is possible to make shipments both ways with a minimum of difficulty. There are excellent rail, steamship and air services available, while financial transactions are simplified by the fact that there is a common currency and the same banks operate in both countries.

Canada-Newfoundland Trade Greatly Increased

Canadian imports into Newfoundland in the fiscal year 1945-46 were more than four times greater in volume than Newfoundland's exports to Canada. The value of Canadian imports into Newfoundland in 1945-46 declined slightly compared with the previous fiscal year, but total reciprocal trade between the two countries was higher in 1945-46, as Newfoundland's exports to Canada increased by more than two million dollars over the preceding year.

The striking rise in the value of Canada-Newfoundland trade which has taken place in recent years is shown in the table below which lists imports into Newfoundland from Canada, exports and re-exports from



Handling and Drying of Codfish at Carmanville

Canada to Newfoundland and total trade between the two countries in the fiscal years 1937-38, 1938-39, 1944-45 and 1945-46.

	1945-46	1944-45	1938-39	1937-38
Imports	\$41,376,293	\$43,034,899	\$ 9,196,212	\$ 9,973,700
Exports and re-exports ...	9,770,461	7,388,178	2,454,648	3,146,570
Total	51,146,754	50,423,077	11,650,860	13,120,270

During the fiscal year immediately prior to the war the total trade between Newfoundland and the United Kingdom and Newfoundland and the United States exceeded that carried on between Newfoundland and Canada.

Imports from Canada

Newfoundland's imports from Canada throughout the 1930's covered a fairly wide range, consisting mainly of foodstuffs of all types and coal and fuel. These commodities still predominate, but the number of commodities now forthcoming from Canada has greatly expanded and there is now an established market for Canadian apparel and textile lines, building materials, electrical appliances, canned goods, and chemicals, previously procured from other sources of supply. The quality and appearance of Canadian dresses and other items of wearing apparel have noticeably improved and importers in Newfoundland have regularly placed orders for these lines with Canadian manufacturers.

Foresee Continued Business for Canada

Throughout the war and in the present period of short supply, Canadian exporters, in many cases, have made available scarce commodities

Principal Exports to Canada

	1945-46	1944-45
Re-exports	\$1,695,093	\$2,297,495
Iron ore	1,662,873	1,404,815
Frozen cod fillets	1,507,692	963,741
Pickled split herring	1,420,647	22,457
Refined cod liver oil	556,365	469,680
Dried salt codfish	589,368	160,301
Fluorspar	354,387	622,759
Fresh or frozen salmon	270,804	265,786
Dressed pickled herring	231,217	76,362
Limestone	224,500	313,250
Whale oil	210,232	292,169
Whale sperm oil	196,441	.....
Sulphite pulp	191,181	1
Furs	188,963	108,759
Fresh lobsters	167,829	179,382
Newsprint	105,667	8,184
Common cod liver oil	81,047	143,300
Fish meal n.o.p.	68,413	.....
Haddock	64,004	13,195
Seal oil	62,439	33,259
Lingon berries	40,570	40,052
Canned salmon	36,262	24,603
Pickled turbot	36,111	39,384
Scotch cure herring	35,756	34,215
Hides and skins	28,694	7,205
Dried squid	31,658	793
Pickled herring fillets	28,150	32,617
Canned lobster	25,700	11,532
Codfish n.o.p.	24,010	3,656
Smoked cod	23,669	1,013
Cod liver oil settlements	20,192	14,015
Herring oil	19,305	79,119
Fresh or frozen halibut	13,920	14,893
Boned codfish	13,502	31,123
Total	\$8,652,065	\$6,294,506

for shipment to Newfoundland. Deliveries have been reasonably good and, with certain exceptions, prices for Canadian lines have not been exorbitant when compared with world prices for similar commodities. Newfoundland's imports are usually forthcoming from a number of markets and, when supplies are again available, importers will doubtless renew their relations with exporters in the United Kingdom and other countries. Nevertheless, the goodwill built up during the past few years, coupled with the improvement which has taken place in Canadian production, should ensure that Canada retains a worthwhile percentage of Newfoundland's import trade.

Increases were recorded in the value of the majority of the principal imports forthcoming from Canada during 1945-46 by comparison with the previous year. The value of total imports, however, declined.

Exports to Canada Are Higher

Newfoundland exports of iron ore, frozen cod fillets, pickled split herring, refined cod liver oil, the chief items shipped in the fiscal year 1945-46, were, in each case, considerably higher in value than in 1944-45. The list of Newfoundland commodities going forward to Canada has gradually increased and now includes a greater variety of products than were previously shipped to that market. Newfoundland's basic industries have been operating at capacity throughout the present year, and plans are under way to expand and diversify output of both the pulp and paper industries and the fisheries. This should lead to an increase in the value of Newfoundland's exports to Canada as, despite the fact that Canada is a leading world producer of fishery products, the value of fishery exports from Newfoundland to Canada is rising.

Principal Imports from Canada

	1945-46	1944-45
Aviation gasoline and motor fuel	\$3,686,474	\$4,324,115
Wheat flour	2,446,083	1,874,454
Bituminous coal	2,421,526	2,551,175
Cigarettes	1,147,744	787,711
Tea	868,328	667,738
Beef, fresh and frozen	774,824	1,034,384
Animal and poultry feeds	673,333	491,404
Bologna sausage	654,147	485,879
Parcel post	621,101	373,645
Beef, pickled	589,344	346,780
Oats	527,213	489,780
Potatoes	483,769	475,135
Pork, pickled	464,769	491,863
Evaporated milk	450,279	397,848
Crude petroleum and fuel oil	446,263	778,848
Bunker fuel oil	439,442	2,391,772
Eggs in shell	428,090	512,043
Cows	380,988	383,510
Confectionery	348,084	532,644
Bulls and oxen	317,073	159,460
Motor fuel, coloured	291,297	330,225
Overshoes, gaiters and gaytees	282,322	260,118
Fresh apples	280,487	404,400
Beer	273,576	508,565
Cheese n.o.p.	271,178	216,732
Poultry and game	260,998	436,186
Soup	253,732	219,024
Dresses for women and girls of rayon, nylon and other synthetic textiles	253,508	238,121
Hams and tongues	247,046	199,368
Smoked and cured meats	244,331	440,232
Suits and overcoats	241,437	272,746
Oranges	226,181	205,368
Whisky	221,750	288,067
Leather	219,707	199,339
Pork, fresh and frozen	219,050	401,700
Paper boxes and other containers	215,837	125,344
Canned vegetables	209,600	175,512
Horses	203,143	173,393
Butter	201,746	255,882
Men's and boys' rubber boots	199,311	172,734
Lubricating oils	197,243	203,173
Coarse salt	196,191	73,376
Marine engines other than Diesel and parts	190,262	141,968
Wire screens for pulp and paper machines	185,492	141,536
Felt for pulp and paper machines	178,756	172,062
Hay	170,242	165,838
Furniture wooden and upholstered	165,415	146,456
Laundry soap	163,804	132,981
Automobile and truck tires, pneumatic	162,188	83,670
Kerosene and other lubricating oils	163,528	123,672
Railway cars, freight	161,101	227,520
Automobile parts and accessories n.o.p.	158,626	157,173
Ready-mixed paints and enamels	156,281	155,829
Coats and skirts	155,551	108,940
Canned meats	154,101	286,007
Bacon and bellies	150,439	92,543
Total	\$41,376,293	\$43,034,899

Lower Customs Duties Reduce Revenue

The Newfoundland Government recently lowered the customs duties on certain staple items such as tea, sugar, oleomargarine and preserved milk in an effort to check rising prices. It is estimated that this will result in a revenue loss of more than one million dollars. The retail mark-up on these items has also been reduced and, if similar action is taken with respect to other commodities, it is possible that government revenue from customs and direct taxation will eventually be affected. The volume of foreign trading during 1946 compares favourably with that of the previous year, but nevertheless it is reasonable to anticipate a slight reduction from the high wartime levels.

U.K. Control of Raw Cotton Vested in New Commission

Purchase, import and distribution responsibility of Commission—Liverpool cotton market will not reopen—Stocks, assets and liabilities of Board of Trade transferred—Assistance to be provided from Consolidated Fund.

By A. E. Bryan, Commercial Counsellor for Canada

London, November 23, 1946.—The purchase, import and distribution of the raw cotton required by the United Kingdom cotton industry will be taken over by a Raw Cotton Commission, to be appointed shortly under authority of the Cotton (Centralized Buying) Bill, the text of which has recently been announced.

The Liverpool cotton market, which in the past was always regarded internationally as the barometer of the trade, is not to be permitted to reopen, in order to make way for the nationalization of this phase of the industry.

Liverpool Chiefly Affected

The main effect of this new legislation will be felt in Liverpool, where there are some 225 old-established cotton brokers and importers who, before the war, gave employment to over 7,000 persons, many of whom will be forced to look for work elsewhere. The new arrangement will also affect the Lancashire spinners, who were always accustomed to look to Liverpool for the particular grade of cotton they required from the million bales or more usually carried in stock from all over the world. It has been reported that the new Commission will have its headquarters in Liverpool, so that the city is not likely to lose entirely its importance as an entrepot for world cotton, and many of those engaged in the Liverpool market before the war will undoubtedly be absorbed by the government buying organization.

Board of Trade Functions Transferred

The Bill provides that the cotton stocks held by the Board of Trade, its rights and liabilities under contracts for the purchase and sale of cotton, and the other property or interests held by it in connection with the raw cotton trading are to be transferred to the Commission at a date to be "appointed".

After this date, no one except the Commission will be permitted to sell raw cotton without the Commission's consent, otherwise than under a contract providing for delivery outside the United Kingdom. Raw cotton is to be imported by the Commission only, except in cases where it is solely for re-export after transit through the United Kingdom or by way of transshipment.

Assets Transferred at World Prices

Valuation of the assets to be transferred to the Commission will depend on world prices of cotton on the "appointed" day. At present levels it is estimated that the value of the assets which will be held by the Board of

Trade at the end of next March will be about £90,000,000. The value of the transferred assets will be treated as an initial advance by the Board to the Commission, and interest will be paid on it at a rate or rates to be fixed by the Board with Treasury approval.

Raw cotton is to be made available to persons in the United Kingdom whose business it is to subject it to any process of manufacture "at prices as low as may be possible consistent with securing that the revenues shall not be less than sufficient . . . for meeting outgoings properly chargeable to revenue account . . . on an average of good and bad years."

Board of Trade to Supervise Finances

The Board of Trade is empowered, with Treasury approval, to determine what part of the initial advance is to be regarded as having been made to meet outgoings of the Commission properly chargeable to capital account. The balance is to be regarded as made for the purpose of meeting outgoings properly chargeable to revenue account. Further financial requirements of the Commission will be met by advances by the Board of Trade. Advances to meet outgoings chargeable to revenue account are subject to the limitation that the amount outstanding at any one time shall not exceed the aggregate of the initial advance and £75,000,000.

Advances to meet outgoings chargeable to capital account are limited to £10,000,000. Interest on these advances also will be paid. In addition, the Commission will have power, with the Board's consent, to borrow temporarily by way of overdraft or otherwise up to a limit at any one time of £10,000,000.

Reserve Fund to be Established

A reserve fund will be established, for the credit of which the Board will pay the Commission a sum equivalent to the net profits accruing to the Board from its cotton trading since April 1 last, including any profit made on the transfer of its assets to the Commission.

On the assumption that the value of these assets is £90,000,000, total net profits to be so transferred are estimated at £25,000,000. Thereafter, the management of the reserve fund and the sums to be credited to it will be for the determination of the Commission, subject to the Board's power to give directions.

Advances From the Consolidated Fund

Provision is made for the issue to the Board of Trade, out of the Consolidated Fund, of the sums necessary for making advances to meet outgoings and the Reserve Fund payments and for the application of sums received by the Board in interest and by way of repayment and paid into the Exchequer.

The financial effect of the Bill is that charges on the Consolidated Fund arise in respect of: (a) Advances to the Board, which may not at any time exceed £85 millions plus the value of the cotton and other assets to be transferred to the Commission. The amount of the advances actually required will be affected mainly by changes in the size of the stock and the level of prices.

(b) An initial contribution to the Commission's reserve fund. This contribution is estimated at £25 millions, subject to modification in the light of alterations in world prices of cotton.

Appointments by the Board of Trade

Appointments to the Commission will be made by the Board and consist of a chairman and either one or two full-time "independent" members and not more than ten part-time members.

It was stated that current administrative charges involved in government-controlled buying and selling of cotton were at the rate of about £160,000 a year. These costs were covered in the prices at which raw cotton is sold.

South African Transportation And Hotels Overcrowded

Canadians intending to visit Union are warned of conditions—Reservations should be made six weeks in advance, and return passage booked—Trade Commissioners co-operate.

By J. H. English, Commercial Counsellor for Canada

Johannesburg, December 4, 1946.—Canadians contemplating a visit to South Africa should be aware of the fact that hotel and transportation facilities, not only within the Union but to and from South Africa, are at present taxed to the maximum. This situation is becoming worse and will probably be considerably aggravated during the early months of 1947, when the Royal Family will be visiting the Union. Thus, hotel accommodation, which has long been inadequate, is now at a premium and several weeks' notice is usually necessary to secure accommodation, especially in Johannesburg, Cape Town and Durban. Because of this pressure, it is essential that applications for reservations be made well in advance and the length of stay stated. Otherwise a visitor may be requested to vacate his room after a few days. No exact period of notice can be stated, as conditions vary with seasons and school holidays, but at least six weeks' notice is desirable.

Return Passage Should be Booked

Similarly, both air and rail accommodation are extremely difficult, and it is not uncommon to find train services between the larger centres of the Union completely booked up as much as four weeks in advance. Air services are less congested than rail, but it is nonetheless essential that bookings be made well in advance. Travellers should note particularly the great difficulties involved in securing return air or sea passages from South Africa to Canada, either direct, via the United Kingdom or the United States. Before leaving Canada it is desirable, therefore, that suitable return passages be arranged.

Offer Services of Canadian Trade Offices

The services of this office as well as that of the Canadian Commercial Secretary in Cape Town are frequently used by Canadian businessmen in making hotel and transportation reservations. While such assistance is readily given, intending visitors to South Africa should indicate exact dates of arrival and departure, as well as any subsequent changes which may become necessary. Whether a visitor uses the Johannesburg or Cape Town office, or the services of a travel agency to make transportation and hotel bookings, cabled advice is necessary when changes of itinerary occur.

Western Allies Are Offered Ten German Plants as Reparation

Additional industrial plants made available to Inter-Allied Reparation Agency, of which Canada is a member—Bids must be made to Industrial Development Division by January 24.

By G. D. Mallory, Director, Industrial Development Division

The Allied Control Council has allotted to the Western Allies through the Inter-Allied Reparation Agency the German plants listed below. Expressions of interest are being sought from the member governments of I.A.R.A., on which Canada is represented. The closing date for the submission of bids concerning these plants is fixed for January 24, 1947. Inventories of the plants in the present offering are in the hands of the Industrial Development Division of the Department of Trade and Commerce. All inquiries regarding these should be addressed to the Director of the Division.

1023—Waaren-Commissions—A.G., at Dragahn. This plant was constructed to produce mine explosives. In 1940 it was taken over by Dynamit A. G. Troisdorf and subsequently by the German Reich to produce explosives for use of the Wehrmacht. A nitro-glycerine plant and part of the dynamite plant were never put into operation. No direct war damage.

1031—Luft-Haupt-Munitions Anstalt, at Hambuehren. This plant was built in 1940 for filling of A.A. shells. Approximately 80 per cent of plant is destroyed or severely damaged. Plant offered in two parts (a) equipment, (b) movable buildings.

1035—Heeres-Munitions Anstalt, at Godenau, near Alfeld. This is a munitions plant containing shaft engine mechanical and electrical units together with miscellaneous equipment. Low tension switchboards—high tension station—shaft, ventilation equipment, etc. No war damage.

1036—Luft-Haupt-Munitions Anstalt, at Nienburg-Langendamm. This plant includes locksmith shop, carpenter's shop, printing office, sawyer's shop, electrical equipment, etc. No war damage.

1039—Chemische Werke Harz Weser G.m.b.H., at Langelsheim/Harz. This plant was established in 1938 and 1939 for the preparation of activated carbon for gas filters. The factory has not operated since the war. Little or no war damage.

2002—Aluminiumwerk Tscheulin G.m.b.H., at Teningen/Baden. A plant for production of light metalwares and related products, consisting of smelting and rolling mill departments, assembly unit, shipping, painting, printing and cabinetmaking departments, etc. Negligible war damage.

2009—Robert Bosch G.m.b.H., at Sulz. This plant formerly produced electrical equipment. No war damage.

2010—Dornier-Werke G.m.b.H., at Manzell/Friedrichshafen. A plant formerly engaged in production of aircraft. Considerable war damage.

2013—Suddeutsche Arguswerke K.G., at Baden-Baden. A plant for the manufacture of armatures. Minor war damage.

2016—Suddeutsche Arguswerke K.G., at Hermannsberg-Pfullendorf. A plant for the manufacture of armatures. Considerable war damage.

Canadian Holsteins Shipped to Palestine

Seventy purebred Canadian Holstein cattle, believed to be the first ever exported to Palestine, were shipped aboard the S.S. *Oceanside* from Saint John this week. The cattle will be used in Palestine for breeding purposes. En route to Haifa, the shipment consists of twenty bulls, each under six months of age, and fifty females.

The animals came from farms in Peterborough, Port Perry and Western Ontario agricultural areas. Purchaser was L. E. Shmaragd, of Tel-Yosef, secretary of the Cattle Breeders Association of Palestine.

Imports from United States at Record High Level in October

Peak of \$140.4 millions established, due largely to higher employment, incomes and consumer demand—Purchases from all countries \$20 millions greater than previous high figure, and over three times prewar average—United Kingdom totals show increase.

By D. H. Fullerton, Research and Development, Dominion Bureau of Statistics

External trade statistics reflect the increasing pace during the current year of Canadian purchases from foreign countries, with October imports at an all-time high of \$186,392,750. The United States share of this import trade amounted to \$140,448,180, another record figure. Imports from the United Kingdom, which exceeded \$15,000,000 in October, register a fifty per cent increase over October, 1945, and a forty per cent increase over September, 1946. The total value of imports for the first ten months of 1946 exceeds \$1,547,000,000, of which over \$1,110,000,000 were of United States origin. The present level of imports is far above anything experienced before the war, with October figures \$20,000,000 higher than for any previous month, and nearly three times the 1935-39 October average.

Underlying Reasons for High Import Volume

A variety of factors lie behind the increase in Canadian purchases abroad. Most important of these is the continuing high degree of employment, income and consumer demand in Canada. The demand for consumer goods of foreign origin is only a partial explanation. With the dependence of Canadian producers upon United States sources for raw materials and capital equipment, the increased demand for goods produced in Canada is automatically reflected in higher import figures. The increased availability of goods is another important consideration. With United States production finally approaching the prewar volume, larger quantities of goods have been available for shipment to Canada. Imports from countries with which trade was restricted during the war are reaching and exceeding the prewar volume. Finally, it must be noted that substantial price increases are shown in nearly all commodities traded, and to this degree changes in dollar valuation over previous years are inflated.

Predominant Position of United States Evident

The dependence of Canada upon the United States for a great part of her requirements of imported goods cannot be emphasized too often. Although world shipping lanes are again open, and goods from abroad, unobtainable since the early days of the war, are again appearing on the Canadian market, it is evident from the import figures that the United States share of the Canadian import trade has increased in proportion to the total increase in value. Before the war, imports from the United States formed 61 per cent of the total. At the peak of wartime production, the proportion reached 82 per cent, with the elimination of other competition due to war and lack of shipping and the concentration of production in Canada on war supplies and munitions. In 1945 and 1946, imports from the United States have been running consistently around 75 per cent of the total, if Canadian goods returned are excluded from the calculations.

Commodity Increases Widely Distributed

In the table below, a comparison is made between 1939 and 1946 figures for various important items in the list of Canadian imports from the United States. It will be noted that the large increases are not restricted to any particular group of commodities, but are widespread throughout the groups. Raw materials, semi-manufactured and fully manufactured goods, consumer and capital goods, agricultural produce and heavy machinery, all are crossing the border into Canada in unprecedented volume.

Imports from United States		January-September	
		1946	1939
		(\$'000,000)	
Total imports		969.7	330.5
Fruits		43.7	11.7
Nuts		5.5	0.3
Vegetables		20.9	4.8
Grains		9.5	2.8
Vegetable oils		4.6	2.2
Rubber and manufactures		9.5	3.1
Other agricultural and vegetable products		13.8	6.5
Group total		107.5	31.4
Furs and manufactures		11.0	3.1
Leather		3.8	3.1
Animals and other animal products		8.6	5.0
Group total		23.4	11.2
Raw cotton		24.1	6.8
Cotton fabrics		32.0	2.8
Cotton manufactures, other		7.7	2.4
Raw silk		0.1	4.1
Artificial silk manufactures		7.1	1.3
Manufactures of mixed textiles		9.5	3.8
Other fibres and textile manufactures		7.2	2.7
Group total		87.6	23.9
Wood and manufactures		11.8	6.1
Paper		12.9	4.7
Books and printed matter		21.4	9.0
Group total		46.1	19.8
Iron ore		2.3	1.5
Rolling mill products		36.3	11.9
Engines		17.0	4.0
Farm implements and machinery		47.3	15.3
Machinery, other than farm		87.9	26.9
Tools		6.8	1.2
Automotive and other vehicles		71.9	27.1
Other iron and steel products		54.6	15.8
Group total		324.1	103.7
Aluminum and products		4.3	1.5
Brass and copper products		5.9	2.2
Electrical apparatus		31.8	7.8
Other non-ferrous metals and products		16.9	7.4
Group total		58.9	18.9
Clay and products		7.1	2.5
Coal		81.8	24.3
Glass and glassware		13.9	3.0
Crude petroleum, for refining		40.5	22.8
Gasoline		8.4	3.2
Petroleum products, other		12.7	6.6
Stone and stone products		7.6	4.4
Other non-metallic minerals and products		18.9	6.0
Group total		190.9	72.8

Imports from United States—Concluded

	January-September 1946	1939
	(\$'000,000)	
Drugs	6.0	1.8
Dyes	4.9	1.8
Paints	6.3	1.8
Other chemicals and allied products.....	44.2	13.9
Group total	61.4	19.3
Scientific and educational items.....	9.1	2.6
Aircraft (excluding engines)	6.6	2.2
Canadian tourist purchases	5.9	10.8
Miscellaneous	33.7	10.8
Settlers' effects	5.4	1.8
Canadian goods returned	4.2	1.2
Goods, to remain property of British military forces	2.0	....
War material, Order in Council.....	2.9	....
Group total	69.8	29.4

Canadian Imports, by Countries

	October 1945	October 1946	January-October 1945	1946
British Empire				
United Kingdom*	\$ 12,149,291	\$ 15,625,844	\$ 110,836,273	\$ 174,911,462
Ireland (Eire) .....	....	22,780	7,030	52,746
Aden	115	....	1,790	....
Africa—				
British East	37,248	774,542	1,380,573	3,273,259
British South	869,683	362,220	6,238,186	6,948,596
Southern Rhodesia ...	11,367	10,181	520,484	71,902
British West—				
Gold Coast	87,120	161,888	5,772,479	3,313,355
Nigeria	120,188	1,394	3,211,086	4,767,461
Sierra Leone	6,436	....	7,968	....
Bermuda	90	26,983	90,613	100,430
British East Indies—				
British India	2,786,641	861,163	27,123,306	22,780,302
Burma .....	....	....	....	1,000
Ceylon	405,872	175,243	5,681,625	2,914,613
Straits Settlements ...	....	3,626,577	....	5,860,682
British Guiana	698,537	1,671,489	8,897,733	9,441,982
British Honduras	5,563	33,593	300,276	961,121
British Sudan	14,072	6,503	56,285	38,779
British West Indies—				
Barbados	250,768	315,228	5,195,343	4,619,396
Jamaica	1,055,233	294,998	6,680,376	9,246,592
Trinidad and Tobago..	275,393	897,110	2,715,760	3,375,019
Other Brit. W. Indies.	41,103	53,112	628,500	549,762
Falkland Islands .....	....	....	424,458	....
Hong Kong .....	....	11,652	....	50,719
Malta	919	14,896	18,053	56,188
Newfoundland	1,438,142	1,715,051	12,891,842	7,868,985
Oceania—				
Australia	1,200,887	2,563,446	13,879,167	17,205,298
Fiji	443,705	407,091	1,324,233	2,665,101
New Zealand	1,533,528	994,597	7,626,690	8,537,495
Other British Oceania.	....	....	409,374	420,074
Palestine	66,039	76,882	340,549	450,571
Total British Empire....	23,497,940	30,704,463	222,260,052	290,482,890
Foreign Countries				
Abyssinia .....	....	....	1,789	1,105
Afghanistan	39,241	14,659	481,350	1,586,743
Argentina	258,073	1,000,021	6,484,014	7,253,703
Belgium	192,651	510,616	203,994	3,321,375
Belgian Congo	46,472	....	158,205	571,949
Bolivia .....	....	....	25,428	32,069
Brazil	488,524	841,897	5,082,241	12,465,524
Chile	77,610	40,168	523,518	298,930
China .....	....	15,372	239	1,964,772
Colombia	1,200,525	870,311	10,126,669	9,123,110
Costa Rica	32,158	1,133,831	583,115	1,515,934

Canadian Imports, by Countries—Continued

	October 1945	October 1946	January-October 1945	January-October 1946
Foreign Countries— <i>Con.</i>				
Cuba	162,219	708,568	6,370,707	11,480,761
Czechoslovakia .....	....	169,330	....	473,335
Denmark	400	12,635	400	60,127
Greenland	35,051	....	223,847	270,641
Dominican Republic.....	268,569	1,224,738	5,709,879	6,067,175
Ecuador	145,359	24,221	1,948,488	107,594
Egypt	13,425	28,463	150,310	204,865
Finland .....	....	4,322	....	12,466
France	10,028	261,296	58,907	3,038,699
French Africa .....	....	37,041	129,733	353,231
French Guiana .....	....	....	....	287
French Oceania	1,178	....	30,895	21,836
French West Indies...	....	....	94,012	3,262
Madagascar	19,478	....	106,202	94,125
St. Pierre and Miquelon	383	1,775	9,848	6,441
Germany	905	300	1,450	11,134
Greece	314	13,675	674	58,393
Guatemala	111,701	77,551	1,540,388	2,772,502
Haiti (Republic of)	133,585	13,290	488,379	754,534
Honduras	817,765	518,966	6,964,570	12,877,088
Iceland	10,370	501	30,029	1,455
Iraq (Mesopotamia) ...	6,141	643	970,270	1,157,058
Italy	135	407,709	488	1,745,606
Italian Africa, other..	....	....	....	4,420
Japan .....	....	....	....	3,004
Liberia .....	....	....	6,560	59,972
Mexico	957,031	629,090	11,370,366	12,899,610
Morocco	4,868	....	107,005	17,927
Netherlands	242,816	671,567	320,934	2,125,458
Netherlands E. Indies.	....	9,275	10,475	49,600
Netherlands W. Indies	167,997	324,534	808,258	2,509,806
Nicaragua .....	....	....	283	13,434
Norway	19,101	41,117	619,101	795,527
Panama .....	....	543	33,698	12,894
Paraguay	12,835	....	162,115	245,254
Persia	13,593	4,219	210,228	260,933
Peru	30,428	5,287	142,590	558,670
Philippine Islands .....	....	847,909	25	1,265,685
Poland .....	....	....	....	80
Portugal	379,334	185,005	1,341,046	1,849,289
Azores and Madeira...	779	28,530	38,462	149,058
Portuguese Africa.....	....	....	243,319	510,192
Russia (U.S.S.R.)	321,055	5,236	1,438,896	1,509,840
Salvador	137,636	12,681	1,501,935	2,415,153
Siam .....	....	....	....	2,985
Spain	240,996	335,160	2,782,403	3,974,923
Sweden	150,390	236,984	560,044	3,070,014
Switzerland	1,011,471	857,259	5,721,949	9,202,864
Syria	1,715	2,953	15,924	32,497
Turkey	14,235	30,492	146,255	735,595
United States	101,280,697	140,448,180	1,009,228,527	1,110,182,145
Alaska	13,836	25,730	96,432	306,394
Am. Virgin Islands ...	....	3,556	....	22,018
Hawaii .....	....	....	2,500	306,946
Puerto Rico.....	1,750	31,391	50,028	160,307
Uruguay	4,894	38,985	90,890	490,138
Venezuela	1,826,814	2,980,705	14,363,654	21,267,688
Yugoslavia .....	....	....	....	1,752
Total Foreign Countries	110,906,531	155,688,287	1,099,913,940	1,256,719,901
Total	134,404,471	186,392,750	1,322,173,992	1,547,202,791
*Includes Canadian goods returned, mainly military equipment:				
From United Kingdom .	3,063,098	170,395	6,688,863	59,940,827
From Newfoundland	700,912	83,895	8,597,963	1,885,229

War Assets Corporation Offers Ships and Transmitters

Four Bangor class minesweepers and former H.M.C.S. French are for sale—82 radio transmitters, of sturdy construction, suitable for marine service, also offered.

Four Bangor class minesweepers, located at Shelburne, N.S., are being offered for sale by the War Assets Corporation at \$20,000 each. The vessels are 180 feet long, of 672 tons displacement, built between 1942 and 1944, with steel construction, cruiser stern and fine lines. The steam engines are twin screw triple expansion, with a maximum speed of 16.5 knots, and their endurance at 10 knots is 2,950 miles. These craft can be readily converted to passenger or cargo carriers, or for special use in coastal or inland waters.

The former H.M.C.S. *French*, recently serving as an R.C.M.P. patrol vessel under the name *Mackenzie*, is offered for \$55,000 at Halifax, N.S. It is 138 feet long with a displacement of 226 tons, and was built in 1938 with riveted chromador steel construction. The vessel is powered by twin Diesel engines, each of 420 horsepower, with a maximum speed of 13½ knots and an economical speed of 10 knots.

Marconi Transmitters for Sale

Eighty-two new Marconi type TW12L radio transmitters, located in Montreal, are offered at the attractive price of \$50 each. Simple in adjustment and operation and designed to meet conditions of extreme vibration and shock, this transmitter is particularly suited for marine service. The sets operate on 110 volts direct current, and transmit continuous wave telegraphy and any telephony on any frequency, from 375 to 500 kilocycles (600 to 800 meters), and from 1,200 to 3,000 kilocycles (100 to 250 meters). Each set is complete with spares and motor generator.

The prices quoted are in all cases on an "as is, where is" basis, and offerings are subject to prior sale or withdrawal. Inquiries should be addressed to War Assets Corporation, Export Sales Division, No. 4 Temporary Building, Ottawa.

Large Percentage of Swedish Railways Electrified

The Swedish state railways have a length of about 8,000 miles, and of these, 2,900, or about 40 per cent, are electrified. Of the total traffic volume no less than 86 per cent is hauled by electricity. The private railroads, which are gradually being taken over by the state railways, comprise at present about 2,500 miles, of which about 500 miles have been electrified.

Malta Requires Many Commodities

Orders have been passed for the importation into Malta of Virginia tobacco from the U.S.A., fish in barrels, leather from Canada, tunny fish from Morocco, fresh eggs from Tripoli, knitting yarn from Palestine, hardware from Belgium, and timber, textiles, ceramics, glassware, fresh fruit and tomato extract from Italy and Sicily.—(*Barclays Bank Review*.)

Low Temperatures Take Toll of Current Chilean Rice Crop

This year's harvest of 1,179,410 quintals is 26·5 per cent less than 1945—Only O'Higgins province has greater yield than last year, due mainly to its sheltered position.

By J. L. Mutter, Commercial Secretary, Canadian Embassy

(One quintal equals 101·44 pounds: one hectare equals 2·47 acres)

Santiago, December 5, 1946.—Chile's rice harvest for the agricultural year 1945-46 amounted to 1,179,410 quintals, while the two preceding harvests exceeded 1,500,000 quintals. This represents a reduction of 26·5 per cent from last year. The area under cultivation during the present year was greater than in those preceding, and therefore the decreased production is due to inferior quality. The present average yield is only 24·6 quintals per hectare, as against 36·4 quintals in 1944-45, and 41·1 quintals in 1943-44. The Chilean Agricultural Board explains that the diminished harvest is due to exceptionally low temperatures during the florescence period. This caused defective polinization, and the empty pods became evident only during the threshing process.

Only O'Higgins Shows Increase

In the province of Ñuble, the decrease from last year's harvest was 48·7 per cent, in Colchagua 44·4, in Talca 37·6 and in the province of Santiago 23·8 per cent. Only in the province of O'Higgins was a relatively important increase over last year shown. Here, the crop was 107,135 quintals, or 13·6 per cent more than the 94,320 quintals of 1945. This increase in O'Higgins province as distinct from other provinces, is due to its privileged geographical position in a valley between the coastal and interior ranges of mountains, which affords protection from the westerly winds.

Australia to Double Newsprint Production

Melbourne, December 9, 1946 (FTS).—Plans for the extension of the Australia Newsprint Mills Pty. Ltd., were announced by the company's chairman at its recent annual meeting. The new proposals provide for the installation of a second newsprint machine which, it is expected, will bring the mill's output up to 70,000 tons annually within three years. Estimated expenditure on the plant, building and equipment, is £A2,250,000. This sum includes the provision for a light railway into the forest concessions.

Supply Will Not Meet Demand

The existing mill, located at Boyer, Tasmania, is the only newsprint mill in Australia. It came into production during the early days of the war with one paper machine whose production is stated to have reached a capacity of 30,000 tons a year. Even with the projected production increase to 70,000 tons, the supply will still not meet the country's requirements, which are steadily rising. Before the war, the requirements ran to over 200,000 short tons annually.

The company also operates a pulp mill at Boyer, producing ground wood-pulp from eucalyptus trees. The entire output is absorbed by the paper mill.

Tobacco Production Estimated At Peak Figure This Season

Total of Canadian crop set at 134,360,000 pounds, of which 113,511,000 pounds flue-cured—Use of tobacco, originally a healing agent, spread from America to Europe—Grown in Quebec province in sixteenth century—Marketing associations regulate production and price.

By N. A. MacRae, Tobacco Division, Central Experimental Farm

(Editor's Note—This is the second of three articles prepared for the *Commercial Intelligence Journal*.)

Tobacco dates from ancient times, when priests used it in their religious ceremonies. At one time, it was believed to possess healing properties, and this belief contributed largely to its early introduction. The actual practice of smoking, however, was unknown previous to the discovery of America by Columbus. Indians smoked tobacco in religious ritual, by means of a tube device forming a "Y". This tube was made of wood, called "tabacco", and hence came the name "tobacco". If this wood could not be obtained, inferior grades were used, but in that case a simple cylindrical tube was made instead of the pronged one. This instrument may well have been the ancestor of the present-day pipe.

Sailors Spread Use of Tobacco

Spanish sailors first introduced tobacco to the "old world". Its initial interest abroad was attributed to a medicinal value rather than to pleasure derived from smoking. In England, sea captains were the first to smoke publicly. People of that country took to pipes more for the pleasure derived from them than for any healing powers which the plant was supposed to possess. In spite of severe opposition by two successive rulers, James I and Charles I, its popularity survived.

It was taken from England during the Thirty Years War to Holland, where the Dutch accepted it readily. Thence it made its way, by means of the soldiers and sailors, to the interior countries. Every European country soon knew of it. In Turkey, under the rule of Sultan Muhrad IV, tobacco faced its cruelest and severest test when smoking was punishable by death. After Muhrad's death, the two following rulers revived the use of tobacco. The second one, Mohammed IV, was a smoker, and it was during his reign that tobacco was cultivated as an important crop. The plant did well in Turkey, as the climate and soil were very favourable to its growth. To-day, Turkish tobacco is known throughout the world.

Snuff Popular in France

Although snuff was used in Turkey by Muhrad's successor, Ibrahim, France did more to popularize its use than any other country. This change from smoking to snuff came about in the early part of the seventeenth century, when the nobility considered smoking inelegant. With the exception of Germany, this practice soon spread among all the nobility of Western Europe. By 1773, snuff-taking was practised so much that some feared it would outmode smoking, although the lower classes remained loyal to the pipe.

"Cigarros" and "Segars" Introduced

At about the same time, people of Spanish America began to copy a native custom of filling palm leaves with tobacco. They deviated from this custom by using a straw in the centre and rolling the tobacco leaves around it. These rolls were called "cigarros" in Spanish America, and "segars" in English America. The cigar's popularity spread through the Americas, and then over to Spain and the continent. During the Napoleonic wars, the intermingling of the various armies popularized the cigar in Central Europe, although it was better known in the French territories. By 1805, Germany had still not taken to the cigar, but a Spaniard presented one to royalty of that day, and its demand grew steadily against stiff opposition. Finally, Germany became a pioneer in the manufacture of cigars.

Cigarettes Originate in Brazil

Although crude forms of cigarettes have been found in ancient ruins in Arizona, it was not until the middle of the nineteenth century that cigarettes were used in Brazil, where they were called "papelitos". This new way of consuming tobacco was naturally taken to Spain, and from there it made slow progress to neighbouring countries. But cigarettes did not gain any real recognition until after the Crimean War in 1856. The soldiers took to using this new form, since it was much easier and less expensive to "roll your own". They brought it back to their various countries, where once again there was opposition. This was particularly so in Germany, but the opposition was in the competitive popular cigar.

In England, cigarettes became the fashion quite rapidly, especially following the use of better grades of paper and tobacco. From England, contrary to the other forms of tobacco, the cigarette went to North America. To-day, the tobacco industry, including the production of leaf and manufacture of tobacco products, has become one of Canada's greatest achievements.

Flue-cured Production Expands in Canada

Although negligible quantities of tobacco were grown in Canada previous to the sixteenth century, the greatest expansion in the industry occurred in the period between World War I and World War II. In addition, areas of production for the various types became localized. Old varieties were replaced by new and improved strains, growers benefiting from the assistance rendered by Experimental Farms. They adopted more modern principles of farming and better cultural practices.

No other type of tobacco has shown the phenomenal expansion that has featured the production of flue-cured leaf. During the early years, production of this type was confined to Essex County (Old Belt). Norfolk County (New Belt) came into production some five or six years after the end of the first world war. There was, as a consequence, an immediate expansion from less than two and a half million pounds, between 1920 and 1924, to almost 28 million pounds in 1932, 35 million pounds in 1935, 78 million pounds in 1938 and an estimated 113.5 million pounds from the current crop. Practically the entire increase is due to new plantings in Norfolk County and district.

Durham, Simcoe Counties New Producers

Small areas in Quebec and British Columbia came into production in the early thirties, but their total leaf production for any year was less than one million pounds. In 1938, however, it approximated the two million

mark, three-fourths of which was grown in Quebec. During the past few years, flue-cured leaf produced in British Columbia has declined to some 100 to 200 thousand pounds, while that in Quebec has increased from four or five million pounds. On the other hand, two new areas in Ontario, both of which are relatively small, have come into production. One of these is in Simcoe County, and the other in Durham County, each as yet producing only a few hundred thousand pounds a year.

From 1920 to 1932 inclusive, burley production showed wider fluctuations than any other type. Total crop yields ranged from a low of three and a half million pounds in 1922 to twenty-two and a half million pounds in 1929. Since 1932, production in general has been gauged to meet market requirements, averaging some nine million pounds per year. During the latter part of the period, greater emphasis was placed on production of burley of the cigarette type of leaf rather than on the heavier leaf.

Tobacco Production by Types

Year	Flue-cured	Burley	Cigar (Thousand	Dark pounds)	Pipe	Totals
1936	24,596	9,762	4,824	2,700	4,234	46,116
1937	55,374	6,371	5,852	2,241	2,265	72,103
1938	78,174	10,821	6,200	3,400	2,800	101,395
1939	79,734	15,248	5,190	3,872	3,559	107,603
1940	39,145	11,818	4,594	1,466	4,013	61,136
1941	72,221	9,965	4,086	2,383	2,508	91,163
1942	67,484	10,221	4,199	2,148	1,275	85,327
1943	58,786	6,591	2,270	979	477	69,103
1944	86,690	12,232	2,976	1,557	1,991	105,446
1945	75,353	10,330	3,300	1,413	1,950	92,346
1946*	113,511	11,200	5,040	2,400	2,205	134,356

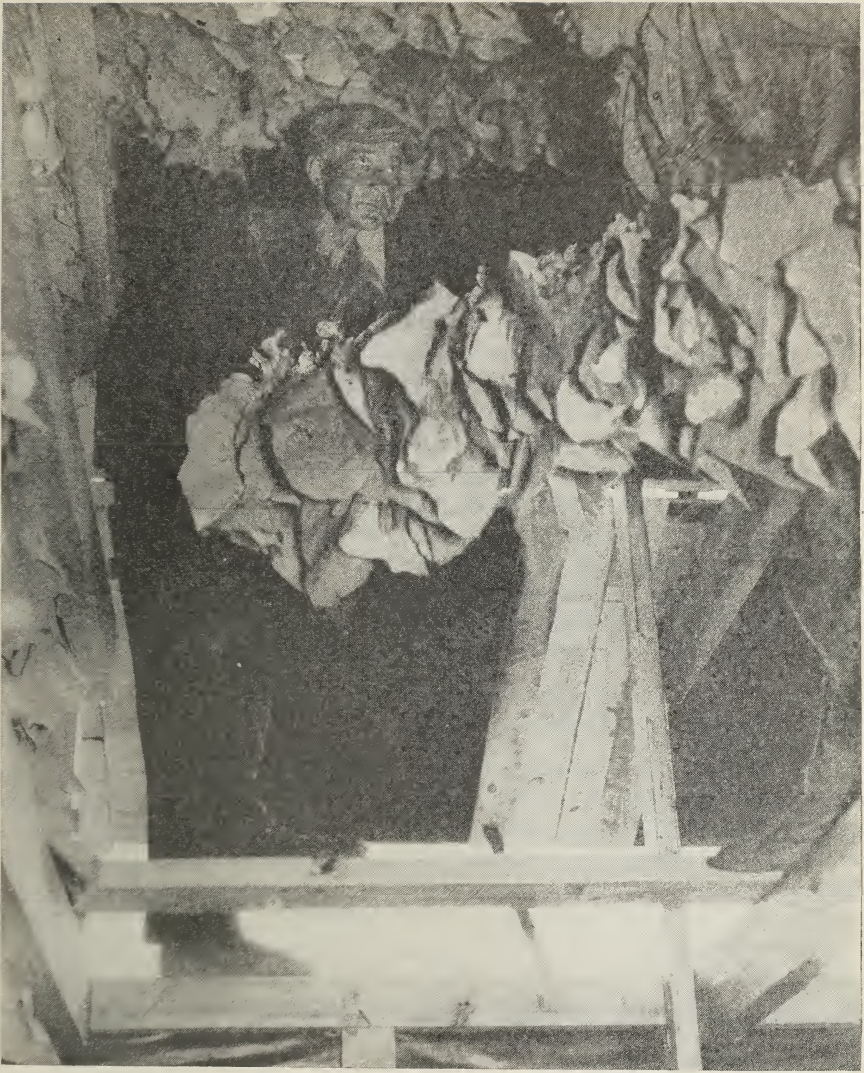
* Estimated.

Quebec Producing Cigar Leaf for 400 Years

Production of cigar leaf, in general, has been confined to the province of Quebec. The present areas are not far from those where tobacco was first grown in Canada, some 400 years ago. Most of the growers are descendants of early French colonists, whose land has been handed down to them through successive generations. Where soil conditions permit, tobacco is grown as a cash crop in areas of mixed farming.

During the period immediately previous to the last war, production has been remarkably stable at between four and six million pounds per year. Since 1942, however, there has been a decrease in cigar leaf production, due to the competition of other crops, such as tomatoes, sugar beets, and corn. In spite of this, it is anticipated that the 1946 crop, although insufficient to meet market requirements, will be larger than any other crop of cigar leaf produced since 1940. This increase is partly attributed to a new development in Ontario, where some six or seven hundred acres were sown this year on the heavier soils in the New Belt.

Production of dark air-cured and dark fire-cured leaf also has experience considerable variation. From approximately 100,000 pounds in 1918, it increased to over seven million pounds in 1927, and declined to less than one million in 1931. From 1931 there was a somewhat consistent increase to slightly less than four million pounds in 1939. During the war years, production of this type of dark leaf averaged less than two million pounds per annum.



Hanging Flue-cured Tobacco on the Kiln for Curing

Pipe Leaf Consumed Unfermented

There are three sub-types of pipe tobacco grown, namely, large, medium, and small aromatic. While production is general throughout the province of Quebec, the Joliette district produces the major portion. Practically the entire lot is sold and consumed as raw leaf, with very little of it so much as fermented. Limited quantities of this type of tobacco are used as filler in the cigar industry, as well as in the manufacture of some of the cheaper brands of cut tobacco. Total production during the past 10 years has varied from over four million pounds in 1940 to less than a half million pounds in 1943.

Association Regulates Production and Price

There are several flue-cured tobacco growers' organizations. In Ontario, these have representation on the Board of Directors of the Flue-cured

Tobacco Marketing Association of Ontario, which by Dominion legislation operated under the Natural Products Marketing Act, 1934. Since 1936, however, the association has been operating only under provincial charter. While this organization is essentially controlled by the producers, the principal direct buyers also have representation on the board of directors. The association was designed to attempt to regulate production to meet market requirements and to negotiate an average price for each crop at the end of the harvesting season. The marketing organization, however, does not ordinarily engage in the actual purchase of crops from grower members. In the province of Quebec, approximately one-half the flue-cured production is produced by members of the *Coopérative des Tabacs Laurentiens*, Joliette, and marketed through this organization. The crops produced by non-members of the co-operative are sold directly by the grower to the buyer. The British Columbia crop is ordinarily purchased by an Eastern buyer and is eventually transported for processing and packing to an Eastern plant.

Practically all burley growers are members of the Burley Tobacco Marketing Association of Ontario, 1936, which also operates under provincial charter. Although essentially a marketing association, it is, in effect, the only burley growers' organization. Its constitution and by-laws are similar to those of the Flue-cured Tobacco Marketing Association of Ontario. Growers sell directly to the buyer, as in the case of flue-cured tobacco, who packs it for his own use or for resale.

Quebec Co-operative Thirty Years Old

The tobacco growers' co-operative associations, operating on a pool basis, handle the bulk of the Quebec cigar leaf. The *Société Coopérative Agricole de la Vallée d'Yamaska*, St. Césaire, was organized in 1913. It is one of the oldest co-operative establishments in Canada, and an outstanding example of successful co-operative enterprise. While it caters to growers in the southern district, its counterpart, *La Société Coopérative Agricole de Tabac du District de Joliette*, St. Jacques, established in 1930, serves a similar purpose in the northern district. The manager of the latter organization is also sales manager for both co-operatives. These plants, with respect to operation, are essentially processing plants, as all leaf sold has been previously graded, processed and packed in cases or bales. The 1946 production of cigar leaf in Ontario is grown under contract between the grower and buyer who is engaged in the manufacture of cigars.

Air or Fire-cured Leaf Grown Under Contract

During recent years, very little air-cured or fire-cured leaf has been grown without contract. The packer or manufacturer ordinarily enters into an agreement with a number of growers, in which a stated price for the production of a certain quantity of tobacco is assured. The raw-leaf trade has long been recognized in the province of Quebec. Growers of this type of leaf are not generally associated with any one organization. Their crop is usually sold to one or other of many relatively small packers. These packers tie and sell the leaf in hands, with little if any processing, to dealers for ultimate raw leaf pipe smoking.

Czechoslovak Industry and Trade Show Satisfactory Improvement

Estimated wheat production for 1946 down 15 per cent from 1937 figure—Between 3 million and 4 million agricultural machines in use—Iron and steel products are chief export items—Paper industry operating at 90 per cent of capacity—Exports greatly exceed imports.

By Yves Lamontagne, Commercial Secretary, Canadian Embassy

(Editor's Note—This is the third and last in a series of articles on the present economic situation in Czechoslovakia. The others appeared in the November 30 and December 7 issues of the *Commercial Intelligence Journal*.)

Paris, November 8, 1946.—According to preliminary estimates, published at the end of June, the yields, in quintals of 220 pounds, for the 1946 Czechoslovakian cereal crops were as follows: winter wheat 106,905; spring wheat 11,760; winter rye 102,210; spring rye 2,060; spring barley 64,120; oats 70,150; and corn 14,520. The estimates for this year were based on a smaller acreage and yield per hectare (2.4 acres) than before the war. The percentage decrease in this year's crop, compared with that of 1937, expressed in railway carloads, each of ten metric tons, is shown in the following table:

Grain Production in Czechoslovakia

	1946 Estimate (Cars of 10 Metric Tons)	1937 Crop (Cars of 10 Metric Tons)	Percentage Decrease
Wheat	118,865	139,526	15
Rye	104,271	148,461	30
Barley	64,700	111,500	42
Oats	70,100	137,236	49

Wheat and Rye Yields Satisfactory

According to a later estimate, production was 190,000 cars of wheat and rye for Bohemia and Moravia, the yields being respectively 17.7 quintals per hectare and 16.3 quintals. These figures are considered very satisfactory in view of the lack of fertilizers and the shortage of machinery and labour.

Prices for the 1946 crop have been fixed at 363 korunas (\$7.26 Canadian) per quintal for wheat weighing a minimum of 83 kilograms (one kilo equals 2.2 pounds) per hectolitre, and 341 korunas (\$6.82) for a minimum of 73 kilograms. Wheat flour prices have consequently been fixed at 580 korunas per 100 kilograms.

Tractors in Use Number 11,000

The manufacture of agricultural tractors and combines is being given special attention. About 11,000 tractors are at present in use. This number will be increased to 14,000 by the end of 1946, including equipment obtained through UNRRA, and another 7,000 are to be manufactured locally or imported during 1947. Between three and four million machines of all kinds are in use on the farms, and by the end of 1946 about 116,000 units will be manufactured locally or supplied through UNRRA. During 1947, over 150,000 units are to be delivered, and in 1948 a further 173,300 will be supplied.

Stock-raising to be Encouraged

It is planned to turn about 375,000 acres of land into pasturage, in order to economize in labour and to stimulate livestock production.

The hop crop this year will exceed that of 1945 by from 25 to 30 per cent. About three-quarters of the crop will be exported.

About 56,000 acres were planted this year to sugar beets, but the drought destroyed the crops on 12,600 acres. The yield is estimated at about 3,500,000 quintals.

Output of Pig Iron at Peak Figure

Considerable industrial progress is being achieved despite the labour problem caused by the transfer of the German population, which will result in a shortage of about 500,000 workers.

Coal.—The expulsion of Germans has brought about a reduction in the output of hard coal during recent months, as the following figures show:

	Coal (1,000	Lignite Metric Tons)	Coke
1938 monthly average	1,319.7	1,323.6	230.3
1945 monthly average	952.1	1,284.8	158.4
1946 January	1,228.1	1,679.4	136.4
1946 June	1,039.6	1,503.8	116.4
1946 July	1,186.2	1,566.2	....

Iron and Steel.—Production of pig iron reached a peak in August, 1946. The production of raw steel was down in July and August, as compared with the May and June figures, as shown in the following table:

	Pig Iron (Metric Tons)	Steel
1946		
January	55,480	99,592
May	81,208	141,976
July	80,000	123,371
August	82,000	133,103

Iron and Steel Products Leading Exports

There has been considerable increase recently in the supply of iron ore. Swedish ore is being imported via the port of Gdynia. During the week ended September 19, about 6,500 tons were brought in from Poland by rail. Apart from Czechoslovakian ore and that imported in compensation from Austria, it is reported that negotiations are under way with the U.S.S.R. for considerable quantities.

Iron and steel products have been among the leading exports from Czechoslovakia during recent months, and there is a good foreign demand for machinery and tools. Improvement in the iron and steel industries depends on the supply of basic raw materials. Production of locomotives and railway cars is increasing. The automobile industry is adversely affected by the lack of tires, but the deficiency in electrical equipment has been remedied.

Glass.—Conditions are improving in the glass industries. The shortage of potash, which is felt the world over, is slowing up production. About 70 per cent of the workers employed in this industry are on piece work, which stimulates output. As regards value, glass was the principal commodity exported from Czechoslovakia in June. The chief export demand is for Jablonec wares, especially "châtons". Exports of bottles have been increasing. Shipments of table glassware and allied products to a number of countries are hampered by exchange control and import regulations.

Textiles Show Noteworthy Improvement

Textiles.—There has been a noteworthy improvement in the textile industry, as the supply of raw materials has increased. The shortage of labour is being met by modernization of machinery. Foreign demand is increasing. Hats, artificial flowers, zipper fasteners and buttons of all kinds are being exported.

Leather.—The hide and leather industries are expected to show material improvement as soon as agreements can be concluded in London and Moscow for the supply of raw materials. There is a demand for shoes with wooden soles and for gloves in a number of export markets.

Chemicals.—There has been a considerable increase in the demand for chemicals from Europe, the British Empire, Egypt, China, and Brazil.

Wood and Paper.—In the lumber industries the situation is relatively satisfactory. With a view to fostering exports, a special division has been created in the Ministry of Foreign Trade.

Paper Production and Exports Increased

There is considerable activity in the paper industry, which is making a special effort to develop export markets. In September, the output of the Czechoslovakian paper industries reached 90 per cent of capacity. The actual annual output is estimated at 60,000 metric tons, of which 15,000 are earmarked for export. The outside markets chiefly interested in Czechoslovakian paper are China, India, Australia and South America. Hungary and the Balkan States are also interested in Czechoslovakian newsprint. It is reported that high freight rates on the German railways restrict business with overseas countries, transportation costs from the mills, f.o.b. Amsterdam or Rotterdam, representing 15 to 20 per cent of the value of the products. For this reason, the re-establishment of navigation on the Danube and the possibility of shipping via the port of Trieste are of considerable importance to Czechoslovakia's paper export industries.

Exports Exceed Imports

Imports into Czechoslovakia during the first seven months of 1946 totalled 3,957,386,000 korunas in value, as against exports totalling 5,309,567,000 korunas. These totals are broken down as follows (values of exports within parentheses): foodstuffs and beverages, 1,247,384,000 (1,132,455,000); raw materials and semi-manufactured goods, 1,800,044,000 (1,168,340,000); finished products, 908,958,000 (3,008,772,000).

During the period January-July, 1946, the principal categories of products exported, together with values in million korunas, were as follows: iron and steel (892); glass (532); sugar (462); hops (433); machinery, instruments and vehicles (362); textiles, mainly cotton goods (274).

Trade in 1946 Estimated at \$40,000,000

In August, 1946, import permits were issued covering goods of a total value of 1,612 million korunas as against export permits totalling 2,284 million korunas. These figures will be reflected in forthcoming trade statistics, and it is estimated that the total trade, imports and exports, will reach about 2 billion korunas by the end of the year.

The following table shows the value of Czechoslovakia's foreign trade with a number of countries during July, 1946, and for the period January-July, 1946:

Trade of Czechoslovakia, by Principal Countries

	July, 1946		January-July, 1946	
	Imports	Exports (1,000 Korunas)	Imports	Exports
Switzerland	81,107	188,780	402,992	1,156,646
Soviet Republics	123,516	175,423	625,777	682,147
United States	2,071	66,644	73,702	426,834
Sweden	60,174	89,319	356,414	398,901
Austria	43,065	46,071	263,198	393,486
Denmark	16,634	74,688	155,655	273,438
Netherlands	25,462	63,940	186,170	248,577
Norway	19,672	141,418	76,998	208,623
Hungary	54,524	51,104	445,753	175,778
France	17,025	19,033	96,846	165,173
United Kingdom	67,135	74,788	181,408	164,560
Germany	21,633	60,238	200,190	153,517
Belgium	64,697	62,212	123,705	142,897
Canada	6,571	5,138	107,502	12,004
Argentina	287	5,754	6,013	11,663

The following table shows the principal commodities imported into and exported from Czechoslovakia during July, 1946:

Imports and Exports, by Principal Commodities

Imports in July, 1946 (1,000 Korunas)		Exports in July, 1946 (1,000 Korunas)	
Wheat	72,868	Sugar, refined	240,904
Iron ore	71,482	Iron and hardware (total)....	157,211
Chemicals	39,342	Iron bars	18,305
Wine	37,911	Iron sheets	29,869
Rye	34,808	Iron wire	13,799
Cotton	29,400	Hardware	95,238
Wool	25,697	Glass and products (total)....	114,998
Preserved fruits	24,691	Jablonec glassware	59,608
Mineral oils	24,572	Machinery	109,499
Fish, fresh or preserved.....	22,472	Cotton goods	80,982
Colouring materials	19,534	Hops	79,709
Fish oil	15,985	Potatoes	72,696
Dried fruits	14,898	Vehicles	37,885
Table salt	13,507	Rubber goods	32,525
Clocks and instruments.....	13,328	Paper and pulp	29,217

Bulk of Trade with the U.S.S.R.

The trade figures released in September indicate the following situation with respect to goods exchanged between Czechoslovakia and a number of countries:

Imports from the U.S.S.R. comprise mainly wheat, rye, iron ore, manganese, chrome, table salt and tobacco. Czechoslovakian exports to the U.S.S.R. include iron and steel products, iron tubing, cables, machinery, electric apparatus, shoes, rubber tires, hops, and clover seed.

During the first week of September, Czechoslovakian exports to the U.S.S.R. by rail included 24 cars of iron in bars, totalling 391 metric tons; 17 cars of iron tubing (285 tons); 16 cars of hardware (186 tons); 5 cars of glassware (76 tons); and 7 cars (104 tons) of general merchandise. Railway shipments from Russia included 181 cars of iron ore (3,584 tons); 5 cars of asbestos (92 tons); 113 cars of salt (1,784 tons); and 6 cars (100 tons) of miscellaneous goods.

Trade with Sweden and Switzerland Important

Imports from Sweden are mainly iron ore, fish, ball bearings, hardware, and fish oil. Exports to Sweden include textiles, clothing, hats, glassware, iron

sheets, iron wire, hardware, small metalwares, machine tools, electric apparatus, and hops.

Imports from Switzerland consist mainly of clocks, watches, chemicals, artificial dyes, pharmaceutical products, machinery, prepared hides and skins, natural and artificial silk, silk goods, iron ore, and raw wool. Czechoslovakia's exports to Switzerland include sugar, malt, coke, iron and steel products, iron and steel bars, sheets and tubing, glassware, porcelainware, carpets, machine tools and other machinery.

Germany supplied synthetic rubber, industrial salts and automobiles against Czechoslovakian sugar, potatoes and clover seed.

Czechoslovakian exports to the United States included mainly glassware, small metalwares, linen fabrics, leather gloves, and feathers.

Principal Trade Organizations

Canadian businessmen desirous of trading with Czechoslovakia may direct their inquiries to the following organizations:

1. The Association of Czechoslovakian Chambers of Commerce, U Obecního domu 3, Prague 1, an association which includes the Chambers of Commerce and Industry in the following cities and towns: Prague, Bratislava, Brno, Ceske Budejovice, Banska Bystrice, Hradec Kralove, Cheb, Kosice, Liberec, Olomouc, Opava and Plzen.

2. The Central Federation of Commerce, Kralodvorska 19, Prague 1, to which is affiliated the Union of Wholesale and Foreign Traders, Kralodvorska 19, Prague 1, whose membership comprises importers, exporters and wholesalers in all branches of trade, and the Union of Representatives, U Prasne brany 1, Prague 1, who deal with foreign agents and representatives.

3. The Central Federation of Czechoslovak Industry, Na prikope 14, Prague 2; all industrial enterprises in Czechoslovakia, whether nationalized, co-operative or private, are members of this organization. They are organized in twenty-one groups of industries: mining; sugar; alcohol; brewing and malting; milling; provisions; iron smelting; iron and other metals; electric power; sawmills; woodworking; paper; chemicals; stone, clay and ceramics; building; glass; textiles; clothing; hides and leather; printing; waterworks. There are regional groups of this Federation in Plzen, Ceske Budejovice, Hradec Kralove, Pardubice, Brno, Ostrava, Olomouc, Liberec, Teplice-Sanov and Karlovy Vary.

4. The Czechoslovak Ministry of Foreign Trade, Information Service, Na Frantisku 3, Prague 1.

Australia and Sweden to Exchange Traditional Staples

Sweden thus far has signed trade agreements with five countries within the sterling area, Australia being the latest one. Under the agreement, which covers the period up to the end of April, 1947, Sweden will export traditional staples such as wood goods, pulp, paper and cardboard, and also some iron and steel products, machinery, chemicals, glassware, and granite. Australian exports to Sweden will largely consist of wool, apples, pears and other fruits, lead, and zinc. Last season a substantial part of Australia's apple crop was wasted owing to shortage of ships with cold storage facilities. The possibilities of Sweden placing a larger volume of such tonnage at Australia's disposal were also discussed during the recent negotiations.

Argentina Places Many Imports Under Government Control

Quotas established for about 50 items, many of which Canada exports—Trade Promotion Institute controls allocations—Shipments made before November 29 not affected by order.

Buenos Aires, December 4, 1946.—(FTS)—Import quotas for goods listed under about fifty items of the tariff were established by the Argentine Central Bank on November 29, 1946. Quotas for imports from all countries for the first half of 1947, which are of interest to Canadians, are as follows: Wood pulp, 20,000 metric tons; plywood, 7,000 metric tons; white (clinker) cement, 2,000 metric tons; canvas of flax or hemp, 230,000 kilos; abrasives, 100 metric tons; copper wire or cables, 100 metric tons; sheathed wires for underground use, 500 metric tons; incandescent lamps, 1,500,000 units; buttons, 1,000 kilos; tooth brushes, 1,000 gross; combs, 1,000 gross; unrefined aluminium sulphate 50,000 kilos; batteries, 200,000 elements; plates and resistances for electric cooking stoves, 5,000 units.

Trade Promotion Institute Directs Imports

Citric acid, sulphur and calcium carbide are also made subject to quota but the amount is not announced. Exchange permits for these goods will only be granted to firms in possession of an authorization from the Secretariat of Industry and Commerce and only up to the quantities indicated on such authorizations. The quotas have been allocated in their entirety to the Argentine Trade Promotion Institute, which will import the goods either directly or through registered importers, who are authorized to clear goods through the customs.

Under the new regulations machinery and spare parts thereof, electric motors and dynamos of over one-quarter horsepower, and certain other apparatus may be imported only if an exchange permit has been obtained from the Central Bank. In making application for permits, the prospective importers are required to give detailed specifications and price of the machines, to declare whether or not machines similar in quality are produced in Argentina and, if so, their reasons for making their purchases abroad.

Shipments Prior to November 29 not Affected

Merchandise in Argentine ports or goods already shipped by November 29, 1946, will not require exchange permits. For merchandise which had not been shipped by that date, prior exchange permits will be issued, provided importers present documentary proof that the purchases abroad were definitely effected before that date.

Railways in Java and Sumatra Need Equipment

Singapore, November 16, 1946.—(FTS)—The Japanese, during their occupation of Java and Sumatra, destroyed or exported large amounts of the railway equipment in the two countries. It is estimated that it will be necessary to purchase about 100 steam locomotives, 50 diesel locomotives, approximately 55,000 tons of steel for rails, 300 passenger coaches and 2,000 freight cars.

Sweden's Adverse Trade Balance Follows Increase in Imports

Although exports for nine months of 1946 increased materially, imports were almost four times greater than last year—15 per cent of Sweden's exports go to U.K., while 26 per cent of her requirements are imported from U.S.

Sweden's exports during January to September this year amounted to 1,834 million kronor (about \$510 million), an increase of 818 million kronor compared with the same period in 1945. Imports, which last year were abnormally small, had grown by 1,760 million kronor to 2,367 millions (about \$660 million). While the period January to September, 1945, resulted in an export surplus of 409 million kronor, there was this year an import surplus of 533 millions.

Before the war Sweden normally had a considerable import surplus. In 1939, for example, exports totalled 1,888.6 millions, while imports amounted to 2,489.7 million kronor. These figures, for the whole year of 1939, come rather close to those for the nine-month period January to September, 1946. Prices, however, are at present much higher, and the volume of Sweden's foreign trade is still considerably smaller than before the war. Present Swedish exports in tons are about 70 per cent and imports about 80 per cent of what they were in 1935, when total exports were valued at only 1,297.5 million kronor and imports at 1,476.3 millions.

U.K. is Sweden's Best Customer

Great Britain has long been and still is Sweden's most important customer. Of Sweden's exports during January to September this year, totalling 1,834 million kronor, 267.3 millions or about 15 per cent went to Britain. Next came the United States with 139.1 million kronor, the Netherlands with 127.8 millions, Norway with 127.4 millions, Belgium with 125.6 millions, France with 107.3 millions, Denmark with 106.3 millions, and Argentina with 90.4 million kronor. Before the war Germany was Sweden's second largest customer and the United States the third largest. Sweden's cellulose exports to the United States have this year been smaller than expected, but although the industry still has to cope with shortages of raw materials and fuel, it is generally believed that shipments to that country will now increase, due to the improved price situation.

Most Imports from U.S.

Before the war, Germany was Sweden's most important source of supply, but the United States now is far ahead of all other countries. Of Sweden's imports during the period January to September, 1946, which amounted to 2,367 million kronor, no less than 606.6 millions, or about 26 per cent, came from the United States. Great Britain still holds second place, with a share of 226.5 million kronor, followed by Switzerland, 176.5 millions, and Argentina, 154.9 million kronor. Sweden's imports obviously are less evenly distributed than its exports.

Swedish imports of coal and coke recently have increased considerably but are still far below requirements. During January to September, 2,550,000 tons were imported, which represents a monthly average of somewhat more than 280,000 tons. September imports amounted to 414,000

tons, while the October figure was 391,000 tons. Of this quantity, Poland delivered 178,000 tons of coal and 68,000 tons of coke; 70,000 tons of coal and 11,000 tons of coke were shipped from the United States. Smaller quantities were imported from Holland, Belgium, and the Ruhr. Total imports of coal and coke during 1946 will not exceed four million tons. In 1945 they were less than half a million tons, while Sweden's normal annual need is estimated at 8 to 10 millions.

Sweden Has Adverse Trade Balance

The following table shows how Sweden's exports and imports during the period January to September in 1945 and 1946 were distributed:

	Exports		Imports	
	1946	1945 (Millions of kronor)	1946	1945
January-September, total	1,834.0	1,014.6	2,367.0	609.0
Europe, total	1,307.3	762.2	1,163.1	359.5
Norway	127.4	236.0	82.8	25.2
Denmark	106.3	77.2	72.3	40.9
Finland	51.5	123.6	38.4	34.5
Poland	61.5	0.5	81.8	2.7
Germany	17.5	0.0	25.2	84.7
Holland	127.8	33.5	58.2	5.7
Belgium	125.6	27.2	104.7	2.0
Great Britain	267.3	166.0	226.5	20.9
France	107.3	24.8	73.2	2.9
Italy	49.1	0.0	58.8	2.1
Switzerland	77.9	11.5	176.5	62.4
Spain	26.6	10.9	44.5	25.6
North and South America, total	396.0	238.5	1,031.9	222.4
United States	139.1	108.1	606.6	89.7
Argentina	90.4	59.8	154.9	58.9
Brazil	52.4	21.4	88.3	34.2
Chile	13.5	5.7	25.9	10.3
Asia and Africa	117.1	10.8	148.8	26.8

(One kronor equals 27.8 cents)

Parcel Post Rates Revised for Poland and Switzerland

The rates of postage on parcels from Canada for Poland and Switzerland have been revised. Until further notice the rates for Poland will range from 55 cents for a one-pound parcel to \$3.75 for parcels weighing from 15 to 20 pounds. Postage rates for Switzerland are from 65 cents for one-pound parcels to \$4 for parcels weighing between 15 and 20 pounds.

Canaries, Pigeons and Dogs Imported

Saint John, December 14, 1946.—Six crates of canaries, four crates of pigeons, nine prize dogs, 8,250 bags of mail and a large general cargo arrived here yesterday from London aboard the Canadian Pacific cargo liner *Beaverlake*.

Trade Commissioners Should be Notified of Business Trips Abroad

Canadian businessmen, when planning a trip abroad, should notify the Trade Commissioners concerned well in advance of their visits. Without sufficient notice, the Trade Commissioner is unable to assemble all required information or to arrange desired contacts.

Trade and Tariff Regulations

Flour, Lard and Oils Enter Ecuador Duty Free

Lima, December 4, 1946 (FTS).—According to a notice in the Lima press, the Ecuadorean Government has exempted flour, lard and edible oils from all import duties and taxes, for a period of ninety days from December 1, 1946.

Australia Still Retaining Import Controls

Sydney, December 2, 1946 (FTS).—Senator Fraser, the Australian Minister for Trade and Customs, recently informed the Associated Chambers of Commerce that their request for the removal of remaining import licensing restrictions on goods from Britain and other sterling countries has been refused by the Federal Government. He further stated that the Government felt that the existing import control should not be lifted while there was still great uncertainty as to the Australian sterling reserves in London likely to be available for both the immediate and deferred flow of imports which would result from the removal of sterling restrictions.

Although the present level of Australian reserves in London was higher than formerly, the prospective level was uncertain because there were still some unknown factors in the monetary situation which might profoundly affect the position of the London funds. These factors included the possible revision of the sterling balances in London referred to in the Anglo-American agreement, and the settlement of various outstanding war commitments.

More than 60 per cent of the annual pre-war imports from sterling areas was exempt from licensing control, and this alone gave importers a large measure of freedom, the Senator stated.

Peru Extends Import Licensing as Exchange Measure

Lima, November 15, 1946 (FTS).—Effective November 1, import licences are required for all articles valued in excess of 65 Peruvian soles or approximately U.S.\$10. The Superintendency of Banks will not grant foreign exchange in payment of goods imported without licence of a value less than \$50. All parcels mailed prior to November 15, however, will be granted the former \$50 privilege under which individuals were permitted to receive one package per week of any commodity, essential or luxury, valued at less than \$50, without requiring a customs invoice or an import licence.

Netherlands Indies Export Control Ends January 1

Singapore, November 16, 1946 (FTS).—It is reported from Batavia that the Netherlands Indies Government Import and Export Organization will retire from control of the export trade of the Netherlands East Indies by January 1, 1947. Exporting, however, will be subject to the regulations of the Foreign Exchange Office and Export Licensing Office.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.

Calgary—Board of Trade.

Edmonton—Can. Manufacturers' Association.

Galt—Board of Trade.

Guelph—Board of Trade.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Kitchener—Chamber of Commerce.

London—Chamber of Commerce.

Montreal—Montreal Board of Trade.

Preston—Board of Trade.

Quebec City—Board of Trade.

Saint John—Board of Trade.

Stratford—Board of Trade.

Toronto—Can. Manufacturers' Association.

Vancouver—Can. Manufacturers' Association.

Victoria—Dept. of Trade and Industry.

Winnipeg—Can. Manufacturers' Association.

H. L. Brown, who has been appointed Commercial Secretary at Buenos Aires, will resume his Canadian tour in Edmonton on January 8. He was formerly trade commissioner at Johannesburg, where his territory included Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, and Nyasaland.

H. L. Brown

(Appointed Commercial Secretary at Buenos Aires)

Edmonton—January 8.

Winnipeg—January 10.

Galt—January 13-14.

Preston—January 15.

Brantford—January 16.

London—January 17-18.

Stratford—January 20.

Kitchener—January 21-22.

Guelph—January 23.

Ottawa—January 24-25.

Montreal—Jan. 27-Feb. 6.

E. L. McColl Retires from Trade Commissioner Service

Ernest Leonard McColl's retirement on December 20 concluded a distinguished career of 26 years in the Trade Commissioner Service. During that period, he has served the interests of Canadians in South and Central America, the United Kingdom, and for the past five years, he was trade commissioner at Dublin.

Mr. McColl was appointed to the Trade Commissioner Service in 1920, and was posted as trade commissioner to Rio de Janeiro the same year. He was transferred to Buenos Aires in 1923, where he remained until his appointment to Havana in 1932. Mr. McColl was posted to Bristol in 1937, and then to Dublin in 1941.

E. L. McColl was born in Toronto in 1881, and received his schooling in that city. He graduated from the University of Toronto with a B.A. degree. For ten years, he was in the varnish and oil business, where he acquired a good commercial grounding. During World War I, Mr. McColl served with distinction in the Canadian Field Artillery, and attained the rank of major.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

141. **Mexico**—Ingenieria Industrial e Incineradores, S.A. "INSA", % British Chamber of Commerce, San Juan de Letran No.21-713, Mexico, D.F., a firm well reported on, are interested in obtaining Canadian representations for industrial machinery and construction materials. File: C.E. 266.
142. **China**—The China Chemical and Industrial Company, 76 Pinkiang Road, Tientsin, China, is interested in acquiring supplies of: aniline dyes of any description, including vat colours (blue and light blue), hydron blue RRX or RX, direct blue, direct black, Congo, methylviolet powder, highly concentrated; sulphur colours, sulphur black, sulphur blue, sulphur khaki; chemicals, including bleaching powder, chrome alum, sodium bichromate, sodium hydrosulphite, sodium hypsulphite; and dinitrochlorbenzol for the manufacture of sulphur black; tanning materials for vegetable and chrome tanning; sulphate of ammonia fertilizer; tin sheets for tin packings; wood veneer for match boxes. File: 27569.
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Belgium Requires Seed Oats and Grass Seeds

Canadian seed oats and grass seeds are required by Belgium, information having been received by the Export Division, Foreign Trade Service, that Les Etablissements Arthur Javaux, Station de Selection, Waremme, Belgium, have expressed a desire to import these seeds.

Export permits are required, and the exportation of seed oats is limited to registered or certified seed.

Certain Ocean Freight Rates Reduced by U.K.

London, December 14, 1946 (FTS)—Ocean freight rates have been reduced for a large number of voyages to the United Kingdom, completed under government direction, announcement to this effect having been made by the British Ministry of Transport. A reduction of 5 per cent is made in the rates for sugar from Cuba and the Dominican Republic; lumber, etc., from the North Pacific coasts; and for iron and steel, from North Atlantic ports. The same reduction applies to timber from Eastern Canada and Newfoundland in the case of vessels of over 6,500 tons deadweight.

Many rates from the Mediterranean are cut by ten per cent for the larger ore and phosphate cargoes, and for vessels of over 9,000 tons the reduction is 12½ per cent.

Notable exceptions to the amended rates are for grain from North America and Argentina, which are unchanged.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operators, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Halifax

Destination	Loading Date	Vessel	Operator or Agent
Africa-South—			
Cape Town.....	January 10-14	<i>Halifax County</i>	Montreal Shipping
Port Elizabeth.....			
East London.....			
Durban.....			
Belgium—			
Antwerp.....	December 26	<i>Beckenham</i>	Cunard White Star
Antwerp.....	January 22	<i>Twickenham</i>	Cunard White Star
China—			
Shanghai.....	January 15	<i>A Ship</i>	Montreal Shipping
Taku Bar.....			
Cuba—			
Santiago.....	December 23-28	<i>Oakmount Park</i>	Pickford and Black
Java—			
Batavia.....	January 15	<i>A Ship</i>	Montreal Shipping
Mexico—			
Vera Cruz.....	January 2-5	<i>Lansdowne Park</i>	Canadian National
Netherlands—			
Rotterdam.....	December 26	<i>Beckenham</i>	Cunard White Star
Amsterdam.....	January 22	<i>Twickenham</i>	Cunard White Star
Newfoundland—			
St. John's.....	December 30	<i>Blue Peter II</i>	Montreal Shipping
St. John's.....	January 16	<i>Blue Peter II</i>	Montreal Shipping
Philippines—			
Manila.....	January 15	<i>A Ship</i>	Montreal Shipping
Scandinavia—			
Baltic Ports.....	January 18	<i>Braeholm</i>	Swedish American Line
Singapore.....	January 15	<i>A Ship</i>	Montreal Shipping
United Kingdom—			
Avonmouth.....	January 7	<i>Boston City</i>	Furness Withy
Avonmouth.....	Late January	<i>Montreal City</i>	Furness Withy
Bristol.....	January 7	<i>Boston City</i>	Furness Withy
Bristol.....	Late January	<i>Montreal City</i>	Furness Withy

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—			
<i>Con.</i>			
Cardiff.....	January 7	<i>Boston City</i>	Furness Withy
Cardiff.....	Late January	<i>Montreal City</i>	Furness Withy
Liverpool.....	December 21	<i>Samaria</i>	Cunard White Star
Liverpool.....	December 23	<i>Valacia</i>	Cunard White Star
Liverpool.....	December 31	<i>Cavina</i>	Cunard White Star
Liverpool.....	January 3	<i>Pacific Enterprise</i>	Furness Withy
Liverpool.....	January 12	<i>Pacific Exporter</i>	Furness Withy
London.....	December 23	<i>Fort Spokane</i>	Cunard White Star
London.....	December 30	<i>Port Melbourne</i>	Cunard White Star
Newcastle.....	December 31	<i>Cairnaron</i>	Furness Withy
Southampton.....	January 1	<i>Aquitania</i>	Cunard White Star
Swansea.....	January 7	<i>Boston City</i>	Furness Withy
Swansea.....	Late January	<i>Montreal City</i>	Furness Withy
West Indies—			
Antigua.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Antigua.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Antigua.....	December 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Antigua.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Bahamas.....	December 26	<i>Cartier Park</i>	Canadian National
Bahamas.....	January 7	<i>Lorne Park</i>	Canadian National
Bahamas.....	January 21	<i>Canadian Observer</i>	Canadian National
Barbados.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Barbados.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Barbados.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Barbados.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Barbados.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Bermuda.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Bermuda.....	December 26	<i>Cartier Park</i>	Canadian National
Bermuda.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Bermuda.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Bermuda.....	January 21	<i>Canadian Observer</i>	Canadian National
British Guiana.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
British Guiana.....	December 18-23	<i>Sutherland Park</i>	Canadian National
British Guiana.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
British Guiana.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
British Guiana.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Dominica.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Grenada.....	December 13-31	<i>Alcoa Puritan</i>	Alcoa Steamships
Grenada.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Grenada.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Grenada.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Jamaica.....	December 26	<i>Cartier Park</i>	Canadian National
Jamaica.....	December 23-27	<i>Oakmount Park</i>	Pickford and Black
Jamaica.....	January 7	<i>Lorne Park</i>	Canadian National
Jamaica.....	January 20-24	<i>Dufferin Park</i>	Pickford and Black
Jamaica.....	January 21	<i>Canadian Observer</i>	Canadian National
Jamaica.....	February 7-11	<i>Oakmount Park</i>	Pickford and Black
Montserrat.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
St. Kitts.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Kitts.....	December 18-23	<i>Sutherland Park</i>	Canadian National
St. Kitts.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
St. Kitts.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
St. Lucia.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Lucia.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
St. Lucia.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
St. Vincent.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
St. Vincent.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
St. Vincent.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National
Trinidad.....	December 13-21	<i>Alcoa Puritan</i>	Alcoa Steamships
Trinidad.....	December 18-23	<i>Sutherland Park</i>	Canadian National
Trinidad.....	December 24-28	<i>Maisonneuve Park</i>	Canadian National
Trinidad.....	Dec. 26-Jan. 3	<i>A Ship</i>	Alcoa Steamships
Trinidad.....	January 2-5	<i>Canadian Cruiser</i>	Canadian National

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques...	December 26	<i>Fantee</i>	Elder Dempster
Lourenco Marques...	January 2	<i>Tarkwa</i>	Elder Dempster
Lourenco Marques...	January 14	<i>Cargill</i>	Elder Dempster
Lourenco Marques...	January 24	<i>Chandler</i>	Elder Dempster
Africa-South—			
Cape Town.....	December 26	<i>Fantee</i>	Elder Dempster
Port Elizabeth.....	January 2	<i>Tarkwa</i>	Elder Dempster
East London.....	January 14	<i>Cargill</i>	Elder Dempster
Durban.....	January 5-10	<i>Halifax County</i>	Montreal Shipping
	January 24	<i>Chandler</i>	Elder Dempster
Anglo-Egyptian			
Sudan—			
Port Sudan.....	January 15	<i>A Ship</i>	Montreal Shipping
Argentina—			
Buenos Aires.....	January 3	<i>Mormacsea</i>	Montreal Shipping
Australia—			
Brisbane.....	Dec. 30-Jan. 4	<i>City of Carlisle</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	December 24	<i>Beckenham</i>	Cunard White Star
Antwerp.....	December 28	<i>Hedel</i>	Shipping Limited
Antwerp.....	December 28	<i>Marchdale</i>	March Shipping
Antwerp.....	Early January	<i>A Ship</i>	Canada Steamships
Antwerp.....	January 14	<i>Mont Clair</i>	Montreal Shipping
Antwerp.....	January 25	<i>Marchcape</i>	March Shipping
Brazil—			
Rio de Janeiro.....	January 3	<i>Mormacsea</i>	Montreal Shipping
British Honduras—			
Belize.....		<i>A Ship</i>	Saguenay Terminals
China—			
Shanghai.....	January 2-5	<i>City of Poona</i>	McLean Kennedy
Shanghai.....	December 21	<i>Maria G.</i>	March Shipping
Taku Bar.....	January 15	<i>A Ship</i>	March Shipping
Colombia—			
Barranquilla.....		<i>A Ship</i>	Saguenay Terminals
Costa Rica—			
Port Limon.....		<i>A Ship</i>	Saguenay Terminals
Cuba—			
Havana.....		<i>A Ship</i>	Saguenay Terminals
Curaçao.		<i>A Ship</i>	Saguenay Terminals

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
Egypt—			
Alexandria.....	January 5	<i>Ben H. Miller</i>	McLean Kennedy
Port Said.....			
Port Said.....	December 24-27	<i>City of Khios</i> <i>Empire Spartan</i>	McLean Kennedy
Port Said.....	Mid-January		McLean Kennedy
Eire—			
Dublin.....	December 21	<i>Irish Elm</i>	Shipping Limited
Dublin.....	January 4	<i>Irish Larch</i>	Shipping Limited
Dublin.....	January 16	<i>Fanad Head</i>	McLean Kennedy
Germany—			
Hamburg.....	December 16	<i>Marchport</i>	March Shipping
Hamburg.....	December 28	<i>Marchdale</i>	March Shipping
Hamburg.....	January 14	<i>Mont Alta</i>	Montreal Shipping
Hamburg.....	January 25	<i>Marchcape</i>	March Shipping
Guatemala—			
Puerto Barrios.....		<i>A Ship</i>	Saguenay Terminals
Hong Kong.....	December 21	<i>Maria G.</i>	March Shipping
	January 2-5	<i>City of Poona</i>	McLean Kennedy
	January 15	<i>A Ship</i>	March Shipping
India—			
Bombay.....	December 24-27	<i>City of Khios</i> <i>Empire Spartan</i>	McLean Kennedy
Madras.....			
Calcutta.....	Mid January		McLean Kennedy
Bombay.....	January 15	<i>A Ship</i>	Montreal Shipping
Calcutta.....			
Iraq—			
Basra.....	January 15	<i>A Ship</i>	Montreal Shipping
Mediterranean—			
Central and West- ern Areas.....	December 27	<i>Monte Gaspe</i>	Montreal Shipping
	December 30	<i>Fort Marin</i>	Montreal Shipping
	January 15	<i>Mont Alta</i>	Montreal Shipping
	January 30	<i>Mont Rolland</i>	Montreal Shipping
Morocco—			
Casablanca.....	December 30	<i>Fort Marin</i>	Montreal Shipping
Casablanca.....	January 30	<i>Mont Rolland</i>	Montreal Shipping
Netherlands—			
Rotterdam.....	December 24	<i>Beckenham</i>	Cunard White Star
Amsterdam.....	January 20	<i>Twickenham</i>	Cunard White Star
Rotterdam.....	December 28	<i>Hedel</i>	Shipping Limited
Rotterdam.....	December 28	<i>Marchdale</i>	March Shipping
Rotterdam.....	Early January	<i>A Ship</i>	Canada Steamships
Rotterdam.....	January 14	<i>Mont Clair</i>	Montreal Shipping
Rotterdam.....	January 25	<i>Marchcape</i>	March Shipping
Northern Ireland—			
Belfast.....	January 9	<i>Torr Head</i>	McLean Kennedy
Panama—			
Cristobal.....		<i>A Ship</i>	Saguenay Terminals
Philippines—			
Manila.....	December 21	<i>Maria G.</i>	March Shipping
Manila.....	January 2-5	<i>City of Poona</i>	McLean Kennedy
Manila.....	January 15	<i>A Ship</i>	March Shipping
Poland—			
Gdansk.....	December 28	<i>Marchdale</i>	March Shipping
Gdansk.....	January 14	<i>Mont Clair</i>	Montreal Shipping
Gdansk.....	January 25	<i>Marchcape</i>	March Shipping
Portugal—			
Lisbon.....	December 30	<i>Fort Marin</i>	Montreal Shipping
Lisbon.....	January 30	<i>Mont Rolland</i>	Montreal Shipping

Departures from Saint John—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Singapore	December 21 January 15	<i>Maria G.</i> <i>A Ship</i>	Montreal Shipping March Shipping
United Kingdom—			
Avonmouth.....	January 4	<i>Dorelian</i>	Cunard White Star
Cardiff.....	January 4	<i>Dorelian</i>	Cunard White Star
Glasgow.....	December 28	<i>Delilian</i>	Donaldson Atlantic
Glasgow.....	January 4	<i>Gracia</i>	Donaldson Atlantic
Liverpool.....	December 27	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	January 9	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	January 16	<i>Fanad Head</i>	McLean Kennedy
London.....	December 30	<i>Beaverdell</i>	Canadian Pacific
London.....	January 4-10	<i>Beaverglen</i>	Canadian Pacific
Manchester.....	December 30	<i>Manchester Commerce</i>	Furness Withy
Manchester.....	January 8	<i>Manchester Port</i>	Furness Withy
Manchester.....	January 16	<i>Manchester Trader</i>	Furness Withy
Newcastle.....	January 3	<i>Cairnesk</i>	Cairn-Thomson
Uruguay—			
Montevideo.....		<i>A Ship</i>	Montreal Shipping
Venezuela—			
La Guaira.....			
Puerto Cabello.....		<i>A Ship</i>	Saguenay Terminals
Maracaibo.....			

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, loading berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Argentina—			
Buenos Aires.....	December 27	<i>Hindanger</i>	Empire Shipping
Australia—			
Newcastle.....	Early January	<i>Aristotelis</i>	Empire Shipping
Sydney.....			
Melbourne.....			
Adelaide.....			
Sydney.....	January 10	<i>Parrakoola</i>	Empire Shipping
Melbourne.....			
Brazil—			
Rio de Janeiro.....	December 27	<i>Hindanger</i>	Empire Shipping
Central America—	January	<i>A Ship</i>	Empire Shipping
China—			
Shanghai.....	Late December	<i>Mongabarra</i>	Empire Shipping
Chinwangtao.....			
Shanghai.....	Early February	<i>Vito</i>	Empire Shipping
Colombia—			
Buenaventura.....	Early February	<i>Don Alfredo</i>	Empire Shipping
Egypt—			
Alexandria.....	January 20	<i>Kastor</i>	Empire Shipping

Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
France—			
North Coast.....	December	<i>Capitaine Lacoley</i>	Empire Shipping
North Coast.....	January 5-10	<i>Coutances</i>	Empire Shipping
Guatemala—			
San Jose.....	Early February	<i>Don Alfredo</i>	Empire Shipping
Greece—			
Piraeus.....	January 20	<i>Kastor</i>	Empire Shipping
Italy—			
Genoa.....	January 20	<i>Kastor</i>	Empire Shipping
Palestine—			
Haifa.....	January 20	<i>Kastor</i>	Empire Shipping
Salvador—			
La Libertad.....	Early February	<i>Don Alfredo</i>	Empire Shipping
United Kingdom—			
Glasgow.....	Late December	<i>Parthenia</i>	Donaldson Line
Liverpool.....	Late December	<i>Parthenia</i>	Donaldson Line
Liverpool.....	Late December	<i>A Ship</i>	Furness Pacific
Liverpool.....	January–February	<i>A Ship</i>	Furness Pacific
London.....	Late December	<i>A Ship</i>	Furness Pacific

Steamship Line Changes Name

The Swedish American Line, Limited, has advised that its various services will be operated in future under this name, instead of the Swedish America Mexico Line, Limited.

Java Shipping Lines Revert to Private Control

Singapore, November 16, 1946.—(FTS)—The Netherlands Indies Shipping Organization, a government organization, was dissolved on September 30 and, as of October 1, 1946, the Java-Pacific Line, the Java-New York Line and other Dutch-owned lines took over private control of their operations.

Netherlands Indies Has Stock of Pepper

Singapore, November 16, 1946.—(FTS)—It is estimated that on Banka Island there is a total stock of 10,000 tons of pepper valued at 14 million guilders, according to a communique issued by the Netherlands Indies Government Information Service. The official report also stated that a large portion of the pepper stocks is being smuggled into Singapore. Of the estimated 12,000,000 pepper plants, only 100,000 survived the war years, due to the lack of fertilizer.

Death Railway Sold to Siam

Singapore, November 16, 1946.—(FTS)—It is officially reported from Bangkok that Siam and Great Britain had agreed on the sale of the "Death Railway" which links Burma and Siam, to the Siamese Government for £1,500,000 sterling. Payment will be made partially in pounds sterling and partially in Siamese ticals. Included in the sale are 300 kilometers of railway, 65 locomotives, 1,125 freight cars, 47 trucks and other stock.

Foreign Commercial Representatives

This directory of Commercial Representatives of Foreign Governments, presently in Canada, is introduced as an additional service to the commercial community. It is requested that any changes in the appointments or addresses be forwarded to the Editor, *Commercial Intelligence Journal*.

Argentina—Carlos M. Braceras, Representative of the Argentine Institute of Trade Promotion, 1111 Beaver Hall Hill, Montreal. Telephone—MARquette 2811.

Australia—Clifton J. Carne, Commercial Attaché, Office of the High Commissioner for the Commonwealth of Australia, 114 Wellington Street, Ottawa. Telephone—3-8458.

Belgium—Maurice Heyne, Counsellor, Belgian Embassy, 3540 Mountain Street, Montreal. Telephone—HARbour 0129.

Louis Couvreur, First Secretary, Belgian Embassy, 395 Laurier Avenue East, Ottawa. Telephone—4-2060.

Brazil—Caio de Lima Cavalcanti, Commercial Counsellor, Brazilian Embassy, 140 Wellington Street, Ottawa. Telephone—5-1485.

A. G. de Miranda Netto, Commercial Attaché, Brazilian Embassy, 140 Wellington Street, Ottawa. Telephone—5-1485.

British West Indies and British Guiana—C. Rex Stollmeyer, Trade Commissioner, 37 Board of Trade Building, Montreal. Telephone—PLateau 8282.

Chile—Carlos Crocharé, Second Secretary, Chilean Embassy, Room 215, 56 Sparks Street, Ottawa. Telephone—5-4402.

China—There is no commercial representative in Canada. All commercial matters are handled by the Chinese Embassy in Washington.

Cuba—His Excellency Dr. Mariano Brull, Minister, Cuban Legation, 499 Wilbrod Street, Ottawa. Telephone—5-6834.

Czechoslovakia—Dr. Karel Sakh, Counsellor and Chargé d'Affaires, 171 Clemow Avenue, Ottawa. Telephone—2-1545.

Denmark—Viggo Theis-Nielsen, Vice-Consul, Danish Consulate General, Room 812 Keefer Building, 1440 St. Catherine Street West, Montreal. Telephone—PLateau 2030.

Dominican Republic—Julio A. Ricart, Consul-General, 46 Delaware Avenue, Ottawa. Telephone—2-1130.

France—Bernard Lechartier, Commercial Counsellor and Financial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.

Jacques Humbert, Commercial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.

Gérard Dubois, Commercial Attaché, French Embassy, 610 St. James Street West, Montreal. Telephone—HARbour 2271.

Greece—Pami Malamaki, Commercial Counsellor, Greek Embassy, Suite 110, Chateau Laurier, Ottawa. Telephone—5-2255.

Haiti—Philippe Cantave, Consul-General, Room 308, 18 Rideau Street, Ottawa. Telephone—2-1272.

India—M. R. Ahuja, Trade Commissioner, Royal Bank Building, Toronto. Telephone—ELgin 3223.

Ireland—John M. Conway, Official Secretary, Office of the High Commissioner for Ireland, 140 Wellington Street, Ottawa. Telephone—3-6281.

Italy—Pietro Migone, Second Assistant to the Representative of Italy (Personal rank of Vice-Consul), 384 Laurier Avenue East, Ottawa. Telephone—2-8761.

Mexico—Consul-General, Room 507, 1410 Stanley Street, Montreal. Telephone—LANcaster 2502.

Netherlands—E. L. Hechtermans, Commercial Secretary, Netherlands Legation, 8 Range Road, Ottawa. Telephone—4-3312.

Dr. A. S. Tuinman, Agricultural Attaché, Netherlands Legation, 8 Range Road, Ottawa. Telephone—2-4142.

New Zealand—J. A. Malcolm, Trade Commissioner, 140 Wellington Street, Ottawa. Telephone—3-7771.

A. W. Broadbent, Assistant to the Trade Commissioner, 140 Wellington Street, Ottawa. Telephone—3-7771.

Norway—Knut Orre, First Secretary, Norwegian Legation, 1410 Stanley Street, Montreal. Telephone—PLateau 9785.

Peru—Francisco Pardo de Zela, Commercial Attaché, Peruvian Embassy, 36 Elgin Street, Ottawa. Telephone—5-7201.

Poland—T. Wiewiorowski, Commercial Attaché, Polish Legation, 183 Carling Avenue, Ottawa. Telephone—2-4076.

Sweden—B. G. Järndstedt, Second Secretary, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.

C. H. Nauckhoff, Attaché, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.

Switzerland—Walter E. A. Jaeggi, Secretary, Swiss Legation, Room 252, Chateau Laurier, Ottawa. Telephone—2-5455.

E. R. Zuerrer, Swiss Office for the Development of Trade, 159 Bay Street, Toronto. Telephone—ELgin 2959.

Turkey—Rifki Zorlu, Counsellor, Turkish Legation, Room 560, Chateau Laurier, Ottawa. Telephone—3-4701.

Union of South Africa—Herbert Neethling, Secretary, Office of the High Commissioner for the Union of South Africa, 15 Sussex Street, Ottawa. Telephone—2-1771.

Union of Soviet Socialist Republics—N. I. Betin, Acting Commercial Counsellor, Soviet Embassy, 24 Blackburn Avenue, Ottawa. Telephone—5-1824.

United Kingdom of Great Britain and Northern Ireland—A. M. Wiseman, C.M.G., M.C., United Kingdom Senior Trade Commissioner and Economic Adviser to the High Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.

A. R. Bruce, Trade Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.

R. K. Jopson, O.B.E., Trade Commissioner, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.

W. D. Lambie, Trade Commissioner for the Maritime Provinces, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.

J. Paterson, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ELgin 5588.

A. P. Timms, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ELgin 5588.

D. Broad, Trade Commissioner, 703 Royal Bank Building, Winnipeg, Telephone—9-2956.

H. Oldham, Trade Commissioner, 850 West Hastings Street, Vancouver. Telephone—PACific 4644.

United States of America—Colonel Henry M. Bankhead, Counsellor for Economic Affairs, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Homer S. Fox, Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Meade T. Foster, Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Oliver B. North, Assistant Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Joseph L. Dougherty, Assistant Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Terry B. Sanders, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Paul F. DuVivier, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.

Yugoslavia—Pero Cabrić, Chargé d'Affaires, 259 Daly Avenue, Ottawa. Telephone—5-4966.

Malayan Tin Interests Seek Lower Duty

Singapore, November 16, 1946—Malayan tin mining interests are seeking a revision of the duty on tin ore, maintaining that the present taxation scheme is economically unsound. T. D. Ensor, chairman of the Ulu Klang Tin, Limited, declared at a recent meeting of the company that implications of the present duty on tin ore had escaped almost unnoticed, though new rates of duty on rubber had engaged the attention of the government.

The recent rise in the controlled price of tin to S\$187.50 (\$97.50 Canadian) per picul (133½ pounds) of metal had brought with it a considerable increase in the royalty rate, which now amounted to S\$20 (\$9.55 Canadian) per picul of ore, or some fifteen per cent of the sale value.

Tin ore duty is levied on the ruling price of tin at the time of production and sale from the mine, regardless of the working costs incurred. Mr. Ensor explained that a fifteen per cent duty could probably be borne under to-day's conditions and costs by some of the properties rich in tin ore, but it makes the working of a low-grade area economically problematic. The development and exploitation of low-grade ground will become increasingly important as Malaya faces in the near future the exhaustion of her high-grade deposits, he said.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in making shipments to countries outside the sterling area, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations Dec. 9	Nominal Quotations Dec. 16
Argentina.....	Peso	Off.	·2977	·2977
		Free	·2440	·2440
Australia.....	Pound	....	3·2160	3·2160
Belgium and Belgian Empire.....	Franc	....	·0227	·0227
Bolivia.....	Boliviano	....	·0238	·0238
British West Indies (except Jamaica).....	Dollar	....	·8396	·8396
Brazil.....	Cruzeiro	....	·0541	·0541
Chile.....	Peso	Off.	·0517	·0517
		Export	·0400	·0400
China.....	Dollar	....	·0003	·0003
Colombia.....	Peso	....	·5698	·5698
Cuba.....	Peso	....	1·0000	1·0000
Czechoslovakia.....	Koruna	....	·0200	·0200
Denmark.....	Krone	....	·2087	·2087
Ecuador.....	Sucre	....	·0740	·0740
Egypt.....	Pound	....	4·1333	4·1333
Erie.....	Pound	....	4·0300	4·0300
Fiji.....	Pound	....	3·6363	3·6363
Finland.....	Markka	....	·0073	·0073
France and French North Africa.....	Franc	....	·0084	·0084
French Empire—African.....	Franc	....	·0143	·0143
French Pacific Possessions.....	Franc	....	·0202	·0202
Haiti.....	Gourde	....	·2000	·2000
Hong Kong.....	Dollar	....	·2513	·2513
Iceland.....	Krona	....	·1545	·1545
India.....	Rupee	....	·3022	·3022
Iraq.....	Dinar	....	4·0300	4·0300
Italy.....	Lira	....	·0044	·0044
Jamaica.....	Pound	....	4·0300	4·0300
Mexico.....	Peso	....	·2058	·2058
Netherlands.....	Florin	....	·3780	·3780
Netherlands East Indies.....	Florin	....	·3766	·3766
Netherlands West Indies.....	Florin	....	·5303	·5303
New Zealand.....	Pound	....	3·2402	3·2402
Norway.....	Krone	....	·2020	·2020
Palestine.....	Pound	....	4·0300	4·0300
Peru.....	Sol	....	·1530	·1550
Philippines.....	Peso	....	·5000	·5000
Portugal.....	Escudo	....	·0403	·0403
Siam.....	Baht	....	·1000	·1000
Spain.....	Peseta	....	·0916	·0916
Straits Settlements.....	Dollar	....	·4702	·4702
Sweden.....	Krona	....	·2783	·2783
Switzerland.....	Franc	....	·2325	·2325
Turkey.....	Piastre	....	·0035	·0035
Union of South Africa.....	Pound	....	4·0300	4·0300
United Kingdom.....	Pound	....	4·0300	4·0300
United States.....	Dollar	....	1·0000	1·0000
Uruguay.....	Peso	Controlled	·6583	·6583
		Uncontrolled	·5629	·5629
Venezuela.....	Bolivar	....	·2985	·2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5670).

Commodity Officers—

Token Shipments to U.K.—A. E. Fortington (5670).

Foods Section—

Live stock and products, fish and products, H. A. Gilbert, Chief (2380).
Plants and products, G. F. Clingan (7523).
Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals Section—

Machinery and industrial equipment, C. J. Gardner, Chief (4082).
Iron and steel products, E. L. Smith (4082).
Non-ferrous metals and non-metallic minerals, A. M. Tedford (4863).
Chemicals and allied products, S. G. Barkley (7601).
Electrical machinery and equipment, A. S. MacRae (7601).
Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber Section—

Textiles and apparel, G. R. Poley, Chief, and J. U. Curtis (3004).
Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper Section—

Wood and products, G. H. Rochester, Chief (4863).
Paper and products, E. Clarke and N. R. Chappell (6974).

General Products Section—

General products, W. H. Grant, Chief (3209).
Miscellaneous products, P. G. Jones (4160).
Durable consumer-goods, W. H. Grant (3209).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417); Assistant Director, C. F. McGinnis (7163).

Raw Materials Section—Chief, C. F. McGinnis (7163); (Supply Research), A. C. Fairweather (6905), P. E. Jensen (6958), and M. C. Hughes (6958); (Trade Controls), W. G. Hopkins (6552).

Manufactured Goods Section—H. B. Scully and G. C. Clarke (6519).

Trade Services Directory—A. J. Langdon (6905).

Canadian Importers' Directory—Miss M. E. Adams (6552).

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5830).

Commercial Relations Division—Director, H. R. Kemp (5151). Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819)

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, Chief, S. L. Tilley (6588).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in thirty-three British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA. Cable address—*Cancomco* (5091).

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—*Excredcorp* (2-4828).

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries (7818).

Canadian Trade Commissioners

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—

Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

E. H. MAGUIRE, Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).

Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgian Congo

L. H. AUSMAN, Boîte postale 373, Leopoldville.

Territory includes Kenya, Uganda, Tanganyika, Angola and French Equatorial Africa.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Métropole, 7th Floor, Av. Presidente Wilson 165.

W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Caixa Postal 2164, Rio de Janeiro

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building.

Territory includes Bolivia.

China

L. M. COSGRAVE, Commercial Counsellor, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Ofa. No. 523.

Territory includes Republic of Panama and the Canal Zone.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

R. CAMPBELL SMITH (Acting). Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, and Iran.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland, Algeria, Morocco and Tunisia.

J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Greece

T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Queen Vassilissis Sophias Street, Athens.

Territory includes Turkey.

Guatemala

C. B. BIRKETT. Address for letters—P.O. Box 400, Guatemala City.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

C. R. GALLOW (Acting). Address for letters—P.O. Box 126.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

Ireland

H. L. E. PRIESTMAN, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—Casella Postale 475, Rome.

Territory includes Czechoslovakia, Malta, Yugoslavia, and Libya.

Canadian Trade Commissioners

Malayan Union

ARTHUR WILDING, Canadian Commercial Agent, Room D-2, Union Building, Singapore.

Territory includes Singapore, British North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 1660, Wellington.

Territory includes Fiji and Western Samoa.

Norway

S. G. MACDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands, and Gibraltar.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, and Nyasaland.

Cable address, *Cantracom*.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province, Orange Free State and South-West Africa, Mauritius, and Madagascar.

Cable address, *Cantracom*.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, *Canadian Stockholm*.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, *Sleighing, London*.

London: R. P. BOWER, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia, and British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, *Sleighing, London*.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, *Canfrucum*.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, *Agriilson*.

London: R. D. ROE, Commercial Secretary for Canada (Timber Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, *Timcom, London*.

Liverpool: M. J. VECHSLER, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, *Cantracom*.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, *Cantracom*.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—8° Piso, Edif. America, Esq., Veroes, Caracas.

Territory includes Netherlands West Indies.

Commercial Intelligence Journal

Vol. LXXV

OTTAWA, DECEMBER 28, 1946

No. 2239



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The *Commercial Intelligence Journal* is published weekly, in English and French. The subscription rate is *One Dollar* per year for delivery in Canada and \$3.50 per year for delivery outside Canada. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded directly to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

The Hon. James A. MacKinnon, M.P.
Minister of Trade and Commerce

M. W. Mackenzie
Deputy Minister

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COMMERCIAL INTELLIGENCE JOURNAL

OTTAWA, DECEMBER 28, 1946

Published Weekly

By

Foreign Trade Service

Department of Trade and Commerce

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COVER SUBJECT—Forests of Canada, which constitute one of her most valuable resources, cover an estimated 1,290,960 square miles, or 37 per cent of the land area. Accessible timber is made up of 250 billion board feet suitable for saw-logs and 1.68 billion cords of smaller trees, suitable for pulpwood, etc. Forest products have regained their prewar position as the most important group of Canadian exports. Shipments of wood, wood products and paper during the first ten months of the current calendar year had a value of \$496.0 millions, which represents 27 per cent of the total exports. Pulpwood, from areas adjoining the Gatineau River, in Quebec Province, await conversion to wood pulp, newsprint and other kinds of paper that are presently in large demand.

National Film Board Photo

Canned Fish Program Revised As Production Estimates Rise

*Specialty packs of canned fish removed from control—
Estimate total production of canned fish under control
at 144 million pounds.*

At a recent meeting of the Committee on Fishery Products, International Emergency Food Council, the canned fish program for the current allocation year was amended in order to conform to the latest estimates of production. Since the various specialty packs of Canadian canned fish, namely: canned lobster, lobster paste and tomalli, clams, quahaugs, mussels, halibut, eels, shad, crabmeat, and fish paste, have been removed from international control, Canada's total production of the type of canned fish remaining under allocation control for the 1946-47 period has been estimated at 144 million pounds.

Revised Allocation Set Forth

The revised apportionments composed of canned salmon, herring, pilchards, sardines, mackerel, groundfish, alewives, kippered snacks and tuna, are as follows:

	Lbs.
Canadian domestic market	37,550,000
United Kingdom	39,300,000
British Colonies and Dominions	29,290,000
United States	2,100,000
UNRRA	10,297,000
Latin America and other small claimants.....	5,463,000
Philippines	20,000,000

Canadian Domestic Market—This allocation is made up of canned salmon, herring, pilchards, mackerel, sardines and groundfish. It should be carefully noted, however, that canned fish sold by the packers for consumption in Canada cannot be exported. Firms interested in obtaining supplies for shipping to the various markets should arrange with the canners for their requirements of canned fish.

United Kingdom—The British Ministry of Food has contracted for both canned salmon and herring.

British Colonies and Dominions—Canadian exporters are permitted to ship canned herring, salmon, pilchards and sardines to British possessions up to the quantities specified in the L.F.C. program listed below. Copies of import licences, where applicable, should be attached to export permit applications.

United States—In order to provide an outlet for Canada's production of kippered snacks, an allocation of 2.1 million pounds to the United States has been established. The specialty packs, such as canned lobster, lobster paste and tomalli, clams, fish paste, etc., which are no longer under international control, may be shipped to the United States and other markets in unlimited quantities. Provision has also been made for token shipments of canned Atlantic herring, mackerel and groundfish to this market.

UNRRA—In view of UNRRA's request for stocks of canned herring, alewives, mackerel and groundfish for delivery not later than March 15, 1947, UNRRA has been allotted supplies of these types of canned fish for relief feeding.

Latin America—Herring, sardines, mackerel and groundfish may be exported in limited quantities to countries in Latin America and to other unspecified areas.

Philippines—An allocation of 20 million pounds of canned herring to the Philippines has been made.

Export Permit Procedure Unchanged

There has been no change in the present method of issuing permits for the export of canned fish. Permits are granted to any exporter registered with the Canned Fish Administration, Department of Fisheries, provided the allocations concerned have not been completed and the supply is available.

Revised Canned Fish Allocations, 1946-47

Country	Salmon	Herring (Long Tons)	Sardines and/or Pilchards
Australia	575	850	604
New Zealand	50	300	50
South Africa	100	3,762	177
Southern Rhodesia .....	....	45	48
India	50	145	158
India—Canteens .....	....	....	12
Burma .....	....	375	50
Ceylon .....	....	25	38
Gambia .....	....	1	2
Gold Coast	50	50	80
Kenya .....	....	2½	8
Malta	50	....	....
Malaya .....	....	2,000	25
Mauritius .....	....	125	10
Nigeria .....	....	46	10
Nyasaland .....	....	8	3
Northern Rhodesia .....	....	....	2
St. Helena—Ascension .....	....	1	1
Seychelles .....	....	1½	2½
Sierra Leone .....	....	30	10
Tanganyika .....	....	5	3
Egypt .....	....	115	100
Iraq .....	....	....	10½
Palestine	50	100	50
Sudan .....	....	....	20
British Borneo .....	....	50	60
Hong Kong .....	....	20	22
Fiji .....	....	222	40
New Hebrides .....	....	8	8
Gilbert and Ellice .....	....	6½	....
Tonga .....	....	11	13
British Solomons .....	....	2¼	¾
Western Samoa .....	....	129	37
Nuie .....	....	¼	....
Bahamas	4	63	69
Bermuda	4	50	50
Barbados	30	80	100
British Guiana	25	150	60
British Honduras	5	132	50
Jamaica	22	225	100
Leeward Islands	4	30	25
Trinidad	70	268	200
Windward Islands, Grenada	5	97	37
Dominica	1	2	2
St. Vincent	2	....	9
St. Lucia	3	2	10
Syria .....	....	4	....
Saudi Arabia .....	....	4	2
Kuching .....	....	....	19
Sibu .....	....	....	11
Labuan .....	....	....	11
Jesselton .....	....	....	8
Sandakan .....	....	....	5
Aden .....	....	50	....
Brunei .....	....	70	10
Sarawak .....	....	15	10
Total	1,100	9,678	2,442¾

Bituminous Coal Imports Valued At Four Times Prewar Level

Purchases of coal, coke, petroleum and gasoline, \$190,700,000 during first ten months of this year—Increase related to industrial activity and price advance—Cost of all fuels shows 65 per cent rise over 1939 figures—Ratio of fuel to total imports unchanged—United States principal source of supply.

By D. H. Fullerton, Research and Development, Dominion Bureau of Statistics

Imports of coal, coke, petroleum and gasoline were valued at \$190.7 millions for the first ten months of 1946, compared with \$76.5 millions for 1939. Bituminous coal showed the greatest single increase, with the value of 1946 imports four times those of 1939. The volume of coal imports varies with the level of industrial activity, and the current figures reflect the relatively high rate of such activity at the present time, compared with 1939. The increase in petroleum imports, related to the level of both producer and consumer demand, also shows a very substantial increase over the prewar volume. Quantity and value figures for coal, petroleum and related items for 1939, 1945 and 1946 are given in the following table. It is interesting to note that, despite the very large increases shown, the ratio of these imports to the total value of imports remained relatively constant, between 12 and 13 per cent.

Imports of Fuels

	Unit	1946	January-October 1945	1939
Coal—				
Anthracite, domestic sizes.....	\$ millions	28.0	18.5	16.2
	million tons	2.8	2.0	3.0
Anthracite, other	\$ millions	6.5	3.9	3.4
	million tons	1.1	0.8	0.9
Bituminous	\$ millions	62.2	60.5	15.2
	million tons	17.0	17.6	8.4
Coke	\$ millions	9.3	9.6	3.1
	million tons	1.0	1.2	0.5
Crude petroleum	\$ millions	72.5	61.1	32.5
	million gals.	1,823.7	1,684.4	1,085.6
Gasoline—				
Under .8236 sp. gravity	\$ millions	9.7	7.4	4.3
	million gals.	102.4	45.1	57.5
Casinghead, blending	\$ millions	2.5	1.3	1.8
	million gals.	45.8	21.1	30.5
Total—\$ millions		190.7	162.3	76.5
Imports of all merchandise—\$ millions.....		1,547.2	1,322.2	594.4
Fuels as percentage of total imports.....		12.3	12.3	12.9

Soft Coal Price Doubled Since 1939

The increases in unit value over 1939 show considerable variance, with bituminous coal doubling in value and one type of gasoline registering a slight drop. Indexes are given for each of the items listed above. It should be noted that no allowance is made for quality changes within each item, and any upgrading or downgrading in the composition of each commodity will affect the validity of the index. The unit values on which the indexes are based are the values declared on the import entry, not necessarily the prevailing price. With these qualifications, the indexes provide a fairly

satisfactory indication of price changes. In the table, 1946 indexes are calculated on the basis that 1939 equals 100. The composite index is prepared by weighting the individual indexes according to value in 1946.

Index of 1946 Unit Values

	1946 Index	Weight
Anthracite coal, domestic sizes	186	14.7
Anthracite coal, other	150	3.4
Bituminous coal	201	32.6
Coke	167	4.9
Crude petroleum	133	38.0
Gasoline (under .8236 sp. gravity)	127	5.1
Gasoline (Casinghead, blending)	92	1.3
Weighted composite index	164.4	100.0

United States Principal Source of Fuels

The geographical distribution of the sources of Canadian fuel imports shows that the overwhelming proportion comes from the United States. In the table below, the sources are listed for the two principal groups—coal and coke, petroleum and gasoline—with comparable figures presented for 1939, 1945 and 1946. The present dependence of Canada on the United States for coal and coke is particularly striking, with 99 per cent of our 1946 imports of these products coming from the United States compared with 80 per cent in 1939. With regard to petroleum, the trend shows an appreciable swing to imports from Venezuela and Colombia, although the United States still supplies nearly 70 per cent of the total. Imports of anthracite coal from the United Kingdom dwindled to negligible proportions in 1945 and 1946.

*Imports of Fuels, by Countries

	1946	January-October 1945	1939
	(Millions of Dollars)		
Coal and Coke—			
United States	105.3	92.3	30.3
United Kingdom .....	.7	.2	5.3
Other .....	....	....	2.3
Petroleum and Gasoline—			
United States	58.3	47.0	29.2
Venezuela	21.1	14.0	1.7
Colombia	4.0	7.0	3.9
Other	1.3	1.8	3.8
Total—			
United States	163.6	139.3	59.5
United Kingdom .....	.7	.2	5.3
Venezuela	21.1	14.0	1.7
Colombia	4.0	7.0	3.9
Other	1.3	1.8	6.1

*These figures refer only to the items given in earlier tables of this article. Certain miscellaneous coal and petroleum products of relatively small value are excluded.

Canadian Imports, by Commodities

	October 1945	October 1946	January-October 1945	January-October 1946
	(Thousands of Dollars)			
AGRICULTURAL AND VEGETABLE PRODUCTS..	17,612	26,188	190,363	247,427
Fruits	6,362	7,356	59,856	76,910
Fruits, fresh	6,142	5,500	50,494	59,424
Fruits, dried	65	1,445	6,758	9,702
Fruits, canned	92	320	1,522	3,556
Fruit juices and fruit syrups	63	91	1,082	4,227
Nuts	1,424	1,794	8,845	16,809
Vegetables	637	905	15,860	24,743
Vegetables, fresh	523	530	15,317	23,655
Vegetables, dried	8	50	66	403

Canadian Imports, by Commodities—Continued

	October 1945	October 1946	January-October 1945	January-October 1946
(Thousands of Dollars)				
AGRICULTURAL AND VEGETABLE PRODUCTS— <i>Conc.</i>				
Vegetables, canned	80	248	241	356
Pickles, sauces and catsups	27	77	236	329
Grains and products.....	519	1,308	7,592	13,024
Rice	97	27	1,450	673
Oils, vegetable, edible.....	121	313	525	2,134
Sugar and products	1,274	4,037	28,855	33,741
Sugar	826	128	26,347	23,964
Cocoa and chocolate.....	2	5	3,851	3,845
Coffee and chicory	833	979	6,660	15,184
Spices	91	104	799	1,107
Tea	1,551	364	15,928	7,533
Vegetable products, other, mainly food..	655	494	1,309	1,986
Beverages, alcoholic	998	1,218	5,833	9,890
Ale, beer, porter, stout.....	1	....	35	5
Beverages, distilled	832	947	4,964	7,918
Wines	164	272	834	1,967
Gums and resins	238	503	3,407	4,364
Oil cake and oil cake meal	12	27	162	322
Oils, vegetable, not edible	668	515	9,313	6,790
Plants, shrubs, trees and vines	305	633	831	1,716
Rubber	1,122	4,587	13,721	17,183
Rubber, crude	474	2,000	6,701	5,989
Seeds	103	82	1,344	1,318
Tobacco	241	318	2,005	2,706
Vegetable products, other, not food....	454	643	3,666	6,122
ANIMALS AND ANIMAL PRODUCTS	4,896	5,603	35,316	51,617
Animals, living	76	158	1,387	2,456
Bone, ivory and shell products.....	57	57	525	590
Feathers and quills	27	56	215	476
Fish and fishery products, n.o.p.....	172	387	2,424	3,794
Fish, fresh and frozen	112	200	1,913	2,655
Fish, dried, salted, pickled, smoked..	22	48	207	386
Fish, canned or preserved	10	57	66	270
Furs	2,304	1,957	14,558	23,165
Undressed furs	1,843	1,123	10,239	15,122
Hair and bristles	316	93	1,482	1,685
Hides and skins, raw	112	167	2,459	2,122
Leather, unmanufactured	370	314	2,873	3,220
Leather, manufactured	271	504	2,476	3,917
Meats	25	69	480	1,081
Milk and products	35	203	288	721
Animal oils, fats, greases and wax....	700	1,087	2,900	4,192
Animal products, other	430	552	3,250	4,198
FIBRES, TEXTILES AND TEXTILE PRODUCTS..	17,565	24,223	163,636	201,768
Cotton	8,864	10,155	72,196	87,441
Raw, and linters	3,795	2,889	31,398	33,387
Yarn	597	1,043	6,014	7,217
Fabrics	3,709	5,112	29,253	38,374
Flax, hemp and jute	1,597	1,412	15,959	19,014
Yarn	129	131	1,420	1,179
Fabrics, flax and hemp	133	233	859	2,083
Fabrics, jute	1,015	397	10,572	10,089
Silk	166	448	1,698	2,764
Fabrics	163	362	1,662	2,436
Wool	3,676	7,038	36,591	51,437
Raw wool.....	1,123	2,100	10,133	14,773
Noils and tops	623	1,442	5,674	8,547
Yarn	483	483	5,573	5,226
Worsted and serges	766	1,247	6,961	9,987
Fabrics, other	474	788	5,147	6,575
Artificial silk	1,401	1,946	18,393	16,942
Yarn, twist and thread	799	783	10,862	7,885
Fabrics	560	860	7,168	7,296
Fibres and products, other.....	471	1,187	6,008	8,213
Mixed textile products	1,392	2,037	12,790	15,957
WOOD, WOOD PRODUCTS AND PAPER	4,943	6,507	40,605	56,315
Wood, unmanufactured	628	924	5,353	6,861
Planks and boards	395	663	3,474	4,408
Wood, manufactured	887	1,122	7,117	8,945
Wood pulp	115	82	981	1,047
Paper	1,216	1,836	10,962	15,440
Books and printed matter	2,211	2,625	17,172	25,069

Canadian Imports, by Commodities—Continued

	October 1945	October 1946	January-October 1945	January-October 1946
	(Thousands of Dollars)			
IRON AND ITS PRODUCTS	31,547	50,215	328,605	390,475
Iron ore	1,075	1,467	6,789	4,565
Ferro-alloys	70	160	806	512
Pigs, ingots, blooms, billets	15	111	2,027	526
Scrap iron	61	251	734	1,725
Castings and forgings	575	796	7,209	5,698
Rolling mill products	4,621	5,588	46,496	42,810
Pipes, tubes and fittings	703	784	4,633	6,882
Wire	363	429	3,628	2,974
Chains	147	116	1,605	1,292
Engines and boilers	1,887	2,567	24,576	23,451
Farm implements and machinery	4,708	6,495	42,639	54,261
Hardware and cutlery	428	837	3,827	5,802
Machinery (except agricultural)	8,411	12,665	77,882	104,438
Springs	116	13	443	756
Stamped and coated products	182	361	1,748	2,628
Tools	806	991	6,629	8,324
Vehicles, chiefly of iron	4,636	11,994	69,561	84,874
Automobiles, freight	48	845	1,805	5,003
Automobiles, passenger	178	4,101	2,571	18,393
Automobile parts	4,193	5,965	61,315	53,903
Iron products, other	2,744	4,590	27,373	38,957
NON-FERROUS METALS AND PRODUCTS	7,650	13,916	86,175	96,393
Aluminium	1,096	2,179	8,490	11,172
Brass	453	808	3,701	5,688
Copper	146	218	931	1,560
Lead	14	12	300	119
Nickel	175	446	1,170	2,831
Precious metals (except gold)	510	1,931	4,755	11,027
Tin	37	1,655	5,014	5,992
Zinc	113	137	791	1,445
Alloys, n.o.p.	66	112	665	807
Clocks and watches	978	726	5,676	6,197
Electrical apparatus	2,905	4,523	37,075	38,147
Radio and wireless apparatus	579	897	14,256	8,757
Gas apparatus	30	38	329	351
Printing materials	107	125	952	1,321
Non-ferrous metals, other	1,020	1,007	16,325	9,736
NON-METALLIC MINERALS AND PRODUCTS ..	27,748	37,905	221,934	270,042
Asbestos	185	185	1,884	1,807
Clay and products	1,227	1,601	11,359	14,363
Coal and products	12,468	16,601	95,095	108,592
Coal	11,189	15,393	84,486	97,719
Coke	1,074	985	9,593	9,312
Glass and glassware	1,572	2,480	13,497	18,449
Graphite	46	46	387	491
Mica and products	14	21	195	232
Petroleum products	9,900	13,592	80,757	99,820
Stone and products	998	1,572	8,444	11,624
Non-metallic minerals, other	1,338	1,807	10,317	14,664
CHEMICALS AND ALLIED PRODUCTS	7,729	8,024	66,366	76,328
Acids	336	355	2,810	2,703
Alcohols, industrial	12	29	279	606
Cellulose products	475	482	4,385	5,378
Drugs and medicines	825	747	8,005	7,909
Dyeing and tanning materials	692	686	6,611	7,726
Explosives	104	54	786	713
Fertilizers	463	362	2,921	3,634
Paints and varnishes	783	679	7,212	7,740
Perfumery, cosmetics, toilet preparat's	38	52	352	485
Soap	140	142	282	704
Inorganic chemicals, n.o.p.	1,354	1,286	9,297	10,556
Potash and compounds	67	54	619	523
Soda and compounds	389	542	3,063	4,252
Chemical products, other	2,505	3,150	23,425	28,175
MISCELLANEOUS COMMODITIES	14,715	13,812	189,173	156,838
Amusement and sporting goods	261	798	2,354	5,466
Brushes	28	83	323	580
Containers, n.o.p.	185	279	1,279	1,785
Household and personal equipment, n.o.p.	845	1,988	6,299	14,808
Refrigerators and parts	83	588	283	4,197
Mineral and aerated waters .....	....	25	5	36

Canadian Imports, by Commodities—*Concluded*

	October 1945	October 1946 (Thousands of Dollars)	January-October 1945	January-October 1946
MISCELLANEOUS COMMODITIES— <i>Conc.</i>				
Musical instruments	102	510	731	2,545
Scientific and educational equipment...	867	1,337	7,639	11,121
Ships and vessels	12	104	3,309	726
Vehicles, except iron	761	1,234	15,721	9,114
Aircraft (excluding engines)	722	1,060	15,361	8,031
Paintings and other works of art.....	149	94	853	1,423
Miscellaneous commodities, other	11,503	7,360	150,661	109,232
Canadian goods returned ¹	4,385	480	20,274	67,097
War materials (Order in Council) ..	2,840	8	87,355	2,870
Totals	134,404	186,393	1,322,174	1,547,203

¹ Consists mainly of Canadian military equipment.

Indiana has Market Possibilities for Canadian Seed Potatoes

Usually buy seed from Northwestern States but are impressed with yield of P.E.I. seed—Canadian producers should follow up Muck Crop Caravan publicity for sales.

By J. M. Boyer, Canadian Trade Commissioner

Chicago, December 18, 1946.—The muck soils of Northern Indiana produce large crops of potatoes for consumption and it is estimated that 30,000 acres in this territory will be planted with potatoes in the spring of 1947. The potato growers generally realize that their own seed will not produce good results. They are in the habit of buying certified seed from the Northwestern States but a few of them have had some experience with P.E.I. seed and have been favourably impressed with the yields. The principal varieties in use in this area are the Irish Cobbler, Chippewa, Rural Russets, Katahdins and Bliss Triumph.

Extensive Publicity Planned

From January 6-10 next the Agricultural Experiment Station of Purdue University will send what is known as the "Muck Crop Caravan" through Northern Indiana. There will be ten meetings attended by 500 farmers during which the officials of the Agricultural Experiment Station will discuss the crop problems of this area. At each of these meetings the National Film Board production "Certified for Seed" will be shown.

Follow Up Should be Made

As many of the growers would be in a position to purchase potatoes in carload lots, this might provide a favourable opportunity for seed potato exporters to follow up this publicity and arrange for sales of certified seed. Exporters desiring names of some of the bigger growers in this state or other relevant information are invited to write directly to the Canadian Government Trade Commissioner in Chicago.

Foreign Purchasing Missions in the U.S. Gradually Being Disbanded

Government agencies to be replaced by private traders—Several organizations already withdrawn and others greatly reduced—Missions maintained by the United Kingdom, Australia, South Africa, France, Belgium, the Netherlands, and the U.S.S.R.

By B. J. Bachand, Assistant Commercial Secretary, Canadian Embassy

Washington, December 7, 1946.—In accordance with the expressed desire of the United States Government that all foreign purchasing missions be withdrawn, in order to expedite the resumption of private trading, several of these agencies have already ceased operation and the few remaining ones are preparing to disband.

In its semi-annual report to Congress, for the period July-December, 1945, the Export-Import Bank was the first to openly express the view that the continued presence of foreign purchasing missions in the United States carrying on trade outside normal private channels was becoming a "source of concern". It recorded complaints by American exporters that the foreign missions tended to by-pass established trade channels, to suspend normal pricing methods, to subordinate trade names, and to break long-established relations between American suppliers and foreign distributors.

Missions Requested to Limit Activities

As a result of the Bank's report, the Department of State requested the representatives of the governments concerned to limit their operations to commodities required for civilian relief and rehabilitation, to use normal trade channels to the maximum extent practicable and to make their purchases in accordance with commercial considerations. There was general concurrence by foreign government representatives in the policy set forth by the United States Government.

Although there still are some remnants of foreign missions in the United States, they are mostly engaged in expediting delivery of and payment for goods contracted for in the lend-lease "pipe-line" or ordered under cash-reimbursable lend-lease. There have been considerable delays in the fulfilment of contracts through strikes that affected United States industry during 1946, consequently postponing a definite winding-up of all foreign missions' activities, and it may be expected that some will be continued as late as June or July, 1947.

U.S.S.R. to Revert to Prewar Practice

With respect to the U.S.S.R., whose trade is conducted through enterprises which are public in character, the United States policy requires that trade be again carried on by an agency or agencies incorporated in one of the states of the United States, as was the case prior to the war. This will mean the revival of Amtorg or its equivalent.

Before V-J Day, some fifty countries maintained purchasing missions in the United States. Some of these, such as the Latin-American countries, were concerned mainly with purchases of military and naval equipment, but the majority of the missions set up to meet the exigencies of supply and transport created by the war were performing a variety of

functions ranging from a simple expediting activity to direct procurement and shipment. They served as central agencies for the preparation of estimates of requirements, handled lend-lease transactions, procured in the open market goods deemed essential to civilian economies but not obtainable under lend-lease, and arranged for supply priorities and shipping space.

Britain and France form Economic Council

Government buying started during the first weeks of the war. In September, 1939, the French established a procurement branch in their Commercial Counsellor's office in New York, and in November of the same year the British followed their example by setting up, also in New York, the British Purchasing Commission for the procurement of machine tools, food, and raw materials in this country. Soon after, on or around November 18, France and Great Britain formed an Economic Council, with a view to pooling their resources. The two countries were to draw up their import program together under an Anglo-French Co-ordinating Committee. This was the origin of the Anglo-French Purchasing Board which was finally set up in January, 1940, and whose directing policy was the co-ordination of all buying of the two allied governments.

British Supply Mission Established

After the fall of France, the Anglo-French Purchasing Board was gradually disbanded, but the British continued to place a large amount of orders in the United States. In January, 1941, the United Kingdom Government announced the formation of a new committee, called the British Supply Council, in North America. It comprised the heads of these different missions in Washington, and the Dominions were invited to participate.

During the first two years of the war, until lend-lease went into full operation in September, 1941, the British Government had ordered a four-billion-dollar bill of goods in the United States, the list running into hundreds of items ranging from fire hose to airplanes. Under lend-lease, cash procurement was eliminated almost completely, only small orders, under one thousand dollars, being placed on a cash basis. Also, supplies going to non-combat areas, such as the British West Indies, were declared not eligible for lend-lease and had to be bought for cash.

Each U.K. Department Represented

The activities of the United Kingdom Government in the United States developed to such an extent that it was considered impracticable for only one agency to deal with matters pertaining to all branches of the Government. Therefore each department in London established its own organization in this country. These individual missions were autonomous and directly responsible to their parent ministries at home.

The British Army Staff, a delegation of the War Office, worked closely with the British Supply Mission established by the Ministry of Supply in the procurement of munitions and essential civilian requirements. The Admiralty Delegation handled procurement of naval stores. The British Air Commission, under the Air Ministry and the Ministry of Aircraft Production, was active in expediting delivery of aerial defensive and offensive weapons. The British Food Mission was responsible to the Ministry of Food. In addition, there were the British Raw Materials Mission, under the Ministry of Supply, the British Merchant Shipping Mission, the United Kingdom Treasury Delegation, and the British Colonies Supply Mission.

Staff Being Reduced

In the year 1943, at the peak of their operations, these missions were together employing approximately 9,000 persons. This figure, however, does not include the Inspection Staff, which alone comprised several thousand. From 1943 to date it dropped gradually and now it is under 1,700.

At the beginning of 1946 the British Supply Mission and the Air Commission were amalgamated and were called British Supply and Air Commission. Later in the year it took the name of British Supply Office. The Supply Office is reducing staff as much as possible, but will be engaged for some time yet on the liquidation of contracts and the closing of lend-lease pipe-lines.

British Food Mission Still Operates

The British Admiralty Delegation and the British Army Staff are now operating on a reduced scale as technical agencies. The Treasury Delegation, also reduced in size, is handling matters of currency and lend-lease liquidation. The British Colonies Supply Mission, with only one executive left, is acting as the Colonial Office liaison with the British Supply Office and is engaged in closing out old contracts. The Raw Materials Mission has been liquidated entirely, and the Shipping Mission, also out of existence, has been replaced by a small body in New York handling shipments for United Kingdom Government account. Still operating, however, is the British Food Mission, which continues bulk purchasing of agricultural products. It is not expected to close much before the middle of next year, or until all food difficulties are over.

Branch of French Supply Council at Ottawa

After the fall of France, its organizations abroad became much disorganized. However, at the end of 1942, a French Military Supply Mission arrived in the United States to obtain materials for their fighting forces in North Africa and remained active throughout the war in the procurement of military equipment.

The French Supply Council, on the other hand, looked after industrial and agricultural requirements and essential civilian needs. At first their United States office was handling procurement, both in the United States and Canada, but a branch was opened later in Ottawa to deal exclusively with the Canadian program.

At V-E Day the French missions in the United States and Canada were employing approximately 2,000 persons, including their military organizations. There are now less than 500, and they are endeavouring to close operations as soon as possible. Adverse circumstances, such as strikes, have hampered their delivery schedules, and it may take until August, 1947, to complete their activities.

Missions Being Replaced

Meanwhile, as a transition procedure between government buying and a complete resumption of private trading, importation groups comprising representatives of private industry have been formed in France under the direction of the French Government. These are organized around a nucleus of experienced importers. Since all major imports into France to-day are estimated and controlled under a master plan, goods brought in for any industry, such as steel, wool, or cotton, must conform in quantity and

quality to the provisions of the government plan for the nation as a whole. To ensure this, each group must obtain import licences from the appropriate French Ministry.

These groups have their own representatives in the United States, mostly in New York. They operate outside the jurisdiction of the French Supply Council, but report to it in connection with finance and transportation of materials.

Office of Belgian Economic Mission at Montreal

Purchases by the Belgian Government in the United States were centralized and co-ordinated by the Belgian Economic Mission, established in Washington early in 1945. About the same time the Belgian Economic Mission also opened an office in Montreal to handle Canadian supplies.

The staff of the Belgian Mission, now reduced by half, comprised approximately 300 persons at the peak of its activities. Their principal purchases in the United States are agricultural products and raw materials.

Operations Have Been Curtailed

Operations have now been curtailed to a considerable extent, and some branches have been closed, but, due to world-wide supply conditions, they have not been able to close completely. To a great extent, they now execute orders from Belgian importers. For instance, about 200,000 tons of coal, tin, and wood are purchased monthly on that basis. As in the case of France, import licences are required, in order to limit purchases to the most vital items and because their needs are out of all proportion to their holdings of foreign currency. For this reason, the Belgian Government considers that it should retain some restrictions, and the services which its Economic Missions abroad can render in this respect are regarded as still valuable.

Netherlands Mission at New York and Washington

The Netherlands Purchasing Commission was located in New York City, with a liaison office in Washington. From New York it handled all procurement, both in the United States and Canada, on behalf of Holland and the Dutch Indies.

This mission was established in 1942, employing approximately 250 persons. All military equipment was obtained through lend-lease in the United States, while civilian requirements were bought for cash, at least as far as the Dutch Indies were concerned. However, some food, textiles, shoe leather and medical supplies were shipped to Holland proper under lend-lease or were purchased by the Netherlands Food Purchasing Bureau in New York.

Private Trading Resumed in N.E.I.

Initial steps were taken recently to resume private trading in the Netherlands East Indies. As of October 1, private exportation of products not under allocation was authorized from the Netherlands Indies, with the exception of Java and Sumatra. It is hoped, however, that these two islands may be permitted private trading in a matter of months and possibly even weeks.

Meanwhile the Netherlands Indies Government Import-Export Organization (NIGIEO), an association of importing firms in the islands, is in charge of commercial transactions with foreign countries. In the United States, their representatives established headquarters in New York and took over several members of the Netherlands Purchasing Commission staff.

It is understood that NIGIEO is also a temporary arrangement and will gradually be liquidated in areas where resumption of private trade will be possible. However, as pointed out by an official of the Netherlands Government, "immediate liquidation of its activities is not feasible, due to the fact that exporters and importers might not always be in a position to transact business, for instance where abnormal risks are involved in connection with present circumstances in the islands".

South African Cash Purchases total \$75,000,000

At the beginning of the war, the South African Railways and Harbours Board, a permanent organization sent a purchasing mission to the United States. A little later the Department of Commerce, through its Director General of Supplies, established another mission, sponsored by the South African Government, to purchase military equipment and civilian necessities.

At the end of 1941, these two organizations were combined and formed the South African Purchasing Mission, which was responsible to their Consul in New York. In May, 1942, it was called the South Africa Government Supply Mission, handling purchases both in the United States and Canada, and after October 31, 1946, it became known as the Union of South Africa Government Supply Office.

During the war years, the South African Mission obtained goods in this country through lend-lease channels and cash purchases. Cash orders alone amounted to approximately \$75,000,000.

The main items shipped to South Africa through lend-lease were steel, engines, aircraft, and other heavy equipment.* At present, cereals and other agricultural products comprise the bulk of their purchases.

Purchase by Tender Adopted

The Mission has received instructions to close down as soon as possible, as most of their business is now transacted in South Africa. They are no longer using the United States Government agencies, but endeavour to make direct purchases by calling tenders through foreign representatives in South Africa. However, if suppliers have no representatives in South Africa, the Government instructs its mission to make the proper contacts.

As soon as accommodation can be obtained in New York, the Supply Office now located in Washington will be moved to that centre, which is more suitable for the transaction of business with private concerns.

Australian Mission to Close in December

During the war years, purchases of the Australian Government in North America were handled by their War Supplies Procurement office, located in Washington. The operations of this office have been reduced to a minimum, only fifty persons remaining out of a wartime staff of approximately 550.

The office is to close up by the end of December, and the completion of outstanding contracts will be entrusted to the Australian Consulate in New York. It is expected that, at the conclusion of present operations, the only remaining item of procurement will be tin plates, which will go back to commercial channels on April 1.

Lend-Lease Supplies total \$1,500,000,000

The Australian Government obtained goods through lend-lease to a value of approximately \$1,500,000,000. In addition, a substantial amount of cash procurement was effected. The main items were tin plates, tractors, petroleum products, lumber, and agricultural implements.

As soon as the War Supplies Procurement Office closes, several groups of industries plan to send experts to this country for the purpose of continuing purchases of material urgently required, but it is understood that the Government of Australia intends to supervise these new operations, in order to facilitate steady recovery of private trading. Commodities still in short supply are textiles, lumber, wood-pulp, and tin plates.

United Kingdom Allows Import Of More Token Shipments

Twenty-two products added to list that may be exported to U.K.—1946 quota, amounting to 10 per cent of pre-war shipments, may be applied for up to February 28, 1947—List now totals 170 items.

A list of twenty-two additional products now eligible for import into the United Kingdom from Canada, under the token shipment policy inaugurated earlier this year, has been issued by the United Kingdom Board of Trade. Any Canadian exporter having a prewar market in the United Kingdom for any of these commodities is now assured of obtaining British import licences for token shipments. Despite the lateness of the year, the British have agreed to the establishment of 1946 quotas for these products, amounting to 10 per cent of the value of an exporter's prewar shipments. The United Kingdom authorities will continue to accept import licence applications up to February 28, 1947, against 1946 quotas of these commodities, and of those included in earlier lists. As the life of an import licence is normally three months, actual shipment against this year's quotas may be carried over well into the first half of 1947.

Twenty-two Products Listed

The twenty-two additional products now eligible for import in limited quantities into the United Kingdom include bottled fruits processed for serving with ice cream; pickles; bed ticking; cotton piece-goods, woven, of all kinds; cotton sewing thread, finished; furnishing fabrics of cotton and cotton rayon mixtures; linen piece-goods, printed or dyed; linen thread; made-up cotton goods (quilts, counterpanes and other bed covering of cotton and cotton rayon mixtures); made-up linen goods (damask table linen, linen canvas not under 12 oz. per square yard); saddlers' threads; aluminum kitchen utensils other than cooking utensils; carbon paper; illuminating glassware other than lamp globes and lamp glasses; mirrors conforming in shape and size to those in current use for utility furniture; aluminum and aluminum alloys in sheets, discs, wire, tubes, rods, cables, shapes and sections; barrels made of aluminum and aluminum alloys; coloured sheet and plate window-glass; granite pavement kerbs and setts; weighing apparatus other than personal and baby scales of less than 5 cwt. capacity and sold at a retail price not exceeding 50 pounds sterling; and wood wool.

Bottled fruit may be sold only directly to the soda fountain and milk bar trade. Pickles are subject to United Kingdom labelling and price regulations. Mirrors must be made of quarter-inch plate glass, polished and rounded. This new list brings to 170 the number of products eligible for token import into the United Kingdom.

Canadian Tobacco Exports Show Increasing Overseas Demand

Approximately 15 per cent of Canadian production shipped abroad—United Kingdom principal market—Armed forces overseas consumed large quantity—Export controls instituted in 1943 when stock of old leaf threatened.

By N. A. MacRae, Tobacco Division, Central Experimental Farm

(Editor's Note—This is the last in a series of three articles prepared for the *Commercial Intelligence Journal*.)

The significance of Canada's export tobacco trade is apparent when the figures are considered in relation to those of production. In 1939, a year of large production and exports, the proportion of export volume to production amounted to 30 per cent. During the five previous years it ranged from 14 to 23 per cent. In the next five years, 1940 to 1944, the proportion varied between a low of 7 per cent in 1941 and 18 per cent in 1943. For the ten years, 1936 to 1945, the volume of exports was approximately 15 per cent of production. In other words, for every six pounds produced, an average of slightly less than one pound was marketed abroad.

Exports Show General Upward Trend

During the years 1920 to 1926, exports varied from a few hundred thousand pounds to slightly over three and a half million in the latter year. In 1927 they declined to less than two million, rose in each of the next two years to 7,244,045 pounds in 1929, then declined again in 1930 to less than five and a half million.

This decline was followed by an upward movement to nearly 6,700,000 pounds in 1931, a much sharper rise in 1932 to over 11,000,000 and a further advance in 1933 to a new high figure of 13,876,817 pounds. From that level, exports fell to 8,769,979 pounds in 1934, and 7,666,937 pounds in 1935. Then shipments abroad began another advance. They rose to 10,212,506 pounds in 1936, maintained most of this gain at 10,040,804 pounds in 1937, moved sharply upward to 16,341,049 pounds in 1938, and in 1939 climbed to nearly double the latter figure to reach the record total of 32,210,012 pounds.

Flue-cured Leaf Major Export

Prior to 1930, the bulk of the exports consisted of burley and dark tobaccos. Since then, flue-cured leaf has formed the greater part of shipments. In 1939, flue-cured accounted for 28,665,773 pounds of the total of 32,210,012 pounds exported. However, there has continued to be a good demand for cigar and burley leaf, but the inadequacy of supplies prevented anything more than normal shipments of the latter and negligible, or token shipments, of the former.

While exports in pre-war years have shown marked fluctuations in volume from year to year the general trend was definitely upward. Those of the four war years 1940 to 1943 have been subject to special conditions. Since 1943 tobacco has been under direct export control.

Tobacco Placed Under Export Control

The increase in the domestic use of leaf tobacco and tobacco products, the inadequacy of the quantity of leaf produced, the strong overseas demand for Canadian leaf, and the relatively small crop in prospect for 1943 threatened Canada's stock position of old leaf on hand. As a consequence, on the recommendation of the Administrator of Tobacco, Wartime Prices and Trade Board, Order in Council P.C. 5787, effective July 26, 1943, placed leaf tobacco, cut tobacco, cigars, cigarettes, snuff, and all manufactured tobacco, n.o.p., under export control. These commodities, by Export Permit Branch Order No. 74, effective July 26, 1943, were exempt from export permit when shipped to members of the Canadian Armed Forces abroad, or when shipped by or consigned to the Navy, Army and Air Force Institute for use in canteens abroad.

Following the establishment of export controls on tobacco and tobacco products, all exporters were required to submit applications for permits to the Export Permit Branch, Department of Trade and Commerce. These, in turn, were referred to the Tobacco Administration of the Wartime Prices and Trade Board for comment or appropriate action.

Quotas Established for Empire Countries

The establishment of quotas to countries abroad, served to safeguard Canada's domestic supply of leaf stocks and facilitate the operation of export controls. Quotas were established only for Empire countries such as the United Kingdom, British West Indies, Australia, Newfoundland and Labrador. The export of Canadian leaf to countries outside the Empire was not considered. At no time was it possible to provide Empire countries with the full amount of their requirements.

From the 1943 crop, a quota of eight million pounds was provided for the United Kingdom, approximately two and a half million for the British West Indies, one million for Australia, and lesser quantities for Newfoundland and Labrador. From the 1944 crop a quota of twelve million pounds was provided for the United Kingdom, three million for the British West Indies, one million for Australia, and approximately half a million for Newfoundland and Labrador. Owing to the continued seriousness of our domestic leaf stock position toward the end of 1945, the quota from the 1945 crop for the United Kingdom was reduced to eight million pounds. But a quota of three million was maintained for the British West Indies and approximately five hundred and fifty thousand for Newfoundland and Labrador.

Large Quota for U.K. This Year

With the increase in production during 1946, added consideration was given to the future prospects of export markets and the establishment of new quotas for export from the current crop. As a consequence, twenty-three million pounds of flue-cured leaf, a half million pounds of burley leaf, a half million pounds of dark leaf and one hundred thousand pounds of cigar leaf were recently set up as quotas for export from the current crop. Twenty million pounds of the twenty-three million pounds of flue-cured leaf was earmarked for shipment to the United Kingdom.

Previous to the outbreak of war, Canadian exports of cigarettes were negligible. With the transfer of members of our Armed Forces to the theatres of war abroad, the Canadian manufacturing industry undertook to provide these forces with cigarettes and tobaccos. In addition, the British West Indies were practically cut off from their source of supply in the United Kingdom, and Canada undertook to satisfy the requirements of these countries.



A Good Flue-cured Plant before Harvesting, Delhi, Ont.

Canada Supplies Services with Tobacco

By the end of 1942, approximately one and a half billion cigarettes were exported for that year, most of which were consigned to the armed forces. During 1943 this figure had increased to over two billion, and to 3.2 billion in 1944, but reduced to 2.9 billion in 1945. Cigarettes for export constituted a drain on the domestic supply situation, but in spite of this drain no general or serious widespread shortages were permitted to occur in Canada. Cigarettes supplied as ships' stores in 1942 amounted to two hundred and eighty million, in 1943 to three hundred and twenty-one million, in 1944 to five hundred and fifty million, and in 1945 to five hundred and seventy-six million. In addition, substantial quantities, total-ling from two hundred to three hundred thousand pounds of cut tobacco,

snuff, plug and twist, were exported during the war years, and from fifty to seventy-five thousand pounds were in the meantime supplied as ships' stores.

Although the principle of export control is dependent upon the policy of the government and may, therefore, be discontinued anytime within the next few years, it seems desirable at present to continue to exercise some control over exports until such time as production or supplies of leaf become more commensurate with domestic and export requirements.

U.K. Chief Export Market

The United Kingdom has been the principal destination of exports of Canadian leaf. During the years 1929 to 1931, most of the remainder of exports went to foreign countries, but from 1932 onwards, other Empire countries have provided the more important secondary outlets.

Exports of Canadian Leaf by Destinations

Year	United Kingdom	British West Africa	British West Indies Figures in Pounds	Other Empire	Foreign	Total
1936	9,477,847	557,145	....	....	177,514	10,212,506
1937	8,836,677	771,634	170,052	....	262,441	10,040,804
1938	15,243,795	440,697	244,308	....	412,249	16,341,049
1939	31,172,720	225,183	120,929	951	690,229	32,210,012
1940	8,392,874	46,297	742,179	71,928	707,942	9,921,576
1941	3,637,421	24,459	1,928,083	767,058	104,840	6,471,861
1942	10,347,030	....	2,152,279	204,835	70,557	12,774,701
1943	9,743,526	217,793	1,747,030	694,050	446,082	12,848,481
1944	8,528,844	9,996	2,853,551	985,634	1,470	12,379,495
1945	12,407,160	....	2,581,336	578,928	450	15,567,874

The high point of shipments to the United Kingdom was reached in 1939 when they amounted to 31,172,720 pounds out of total exports of 32,210,012 pounds.

For years before the war, various Canadian agencies had made efforts to increase the sale of Canadian leaf in the United Kingdom, which ordinarily imported a few hundred million pounds of tobacco a year from the United States. They were always confronted with the argument that the English smoker is very conservative and would not accept any changes in the content of his cigarettes or pipe mixtures. Nevertheless, as the figures indicate, these efforts were moderately successful and provided some reason to hope for greater success in the future.

The decline in tobacco shipments to the United Kingdom since 1939 is largely attributed to wartime factors. It is to be noted, however, that, except in 1941 when they fell to the lowest figure since the middle twenties, they have averaged more than 75 per cent of total Canadian tobacco exports.

B.W.I. Increase Purchases from Canada

During the war the British West Indies, which in prewar years took from 93,000 to 244,000 pounds of tobacco, have greatly increased their tobacco purchases from this country. Shipments to these British colonies rose sharply from 120,929 pounds in 1939 to 742,179 pounds in 1940, more than doubled in 1941 to 1,928,083 pounds, and increased again slightly to 2,152,279 pounds in 1942. They fell moderately in 1943 to 1,747,030 pounds, but averaged over two million pounds for 1944 and 1945. Shipments to British West Africa from 1934 to 1939 exceeded considerably those to the British West Indies, but fell off sharply after the outbreak of war. On the other hand, exports to other Empire countries increased during the war.

Canadian Tobacco Competitive in Price and Quality

During the past four years there has been a strong export demand for Canadian leaf, particularly flue-cured leaf. The fact that wartime exports have been smaller than those of immediate prewar years is due to the increase in the domestic demand, inadequate production, wartime shipping and other difficulties. The larger demand in recent years is attributed to the phenomenal consumer increase throughout the world, the general depletion of stocks in tobacco-producing countries, and finally, to the prices of Canadian leaf. Grade for grade, Canada's prices will stand comparison with those in other countries whose efforts to avoid inflation have been less effective than ours.

Leaf stocks for domestic purposes have been reduced to phenomenally low levels. Inasmuch as the Canadian manufacturer is almost entirely dependent upon Canadian production for supplies of leaf, his claims on available leaf to meet essential requirements must be recognized. In the re-establishment of stocks to normal position, it is imperative that at least fourteen months' requirements be reserved for domestic purposes from each crop, until a minimum of eighteen months' supply as of December 31 of any year becomes available. If the duration is permitted to improve at the rate of only two months per year, it will take some four or five years to establish the minimum requirements of eighteen months' supply.

Although there has been a slight reduction in the quantity of leaf taken for manufacture so far during 1946, compared with that required in the same period of 1945, the continuance of the trend in this direction is not anticipated. The greatest reduction is evident in the manufacturers' requirements of flue-cured leaf. These increased greatly during the latter years of the war to meet the overseas demand for cigarettes for members of Canada's forces abroad. With the return of these forces to Canada, it is likely that their demand for tobacco products will be maintained.

Great Overseas Demand for Canadian Leaf

With respect to exported leaf, particularly in the United Kingdom, the situation regarding the duration of stocks of Canadian leaf is equally, if not more, serious than that of the domestic position. Although more than twenty-four million pounds of leaf from the current crop were allocated for export recently, considerably larger quantities could have been exported and absorbed abroad if available for shipment. The demand for Canadian leaf from the British West Indies and other British colonies in the Caribbean area continues, but the maintainance of this outlet in the years ahead is somewhat uncertain. In addition, certain Western European countries have recently expressed an interest in Canadian leaf, but the future development of these markets is at the moment indefinite. Assurance, however, has already been given that the United Kingdom will next year substantially increase her requirements of Canadian leaf from the 1947 crop.

Potential Canadian production is at present considerably in excess of that required for normal domestic purposes. In view of this, export outlets are essential, but if these markets are to be held, importers must be assured of continuity of supply from year to year. It is, therefore, important that producer organizations exercise some control over acreage and production in periods of shortage, as well as surplus. In addition, producers must be prepared to compete with foreign leaf in quality and price.

Most-Favoured-Nation Agreement Signed by Canada-Nicaragua

Effective December 19, 1946, the two countries grant mutual concessions in duties, taxation, sale, distribution or use of imported goods—Canadian exports have been rising steadily—Agreement expected to increase trade.

Canada and Nicaragua signed a trade agreement on December 19, 1946, providing for exchange of most-favoured-nation treatment in matters relating to customs duties and subsidiary charges, rules and formalities affecting taxation, sale, and distribution or use of imported goods. C. Blair Birkett, Canadian Trade Commissioner, signed at Managua on behalf of Canada. Under the terms of this agreement, goods imported into Canada from Nicaragua, previously subject to the general tariff, will now be accorded the benefits of the Canadian intermediate tariff and any lower rates granted by Canada to other foreign countries.

Canada Granted Same Concessions as Other Countries

At present, this agreement does not involve any new reductions in the tariff of Nicaragua imposed on imports from Canada. Certain concessions formerly accorded by Nicaragua to the United States and France have been suspended, but should these be re-established in whole or part, the reductions would apply also to Canada. Similarly, concessions granted to other countries will apply automatically to Canada. Under a provision of the United State-Nicaragua trade agreement still in force, the fee for legalization of consular invoices for shipments of specified goods is three per cent ad valorem. Canada is now entitled to this rate, instead of the previous fee of five per cent ad valorem. Advantages accorded now or in the future by Nicaragua to other Central American countries, or by Canada to other British Empire countries, are excepted from the operation of the agreement.

Other provisions of the agreement assure each country equitable treatment in the application of internal taxes, quantitative restrictions, the operation of monopolies, and in according contracts for public works. Consultation is provided for in the event that either party adopts any measure which the other considers may impair or nullify the objects of the agreement.

The trade agreement between Canada and Nicaragua came into provisional effect on December 19, 1946. The provisional application may be terminated on three months' notice by either government. Thirty days after the exchange of the instruments of ratification, the agreement is to go into force definitively for one year, and thereafter until terminated on six months' notice by either party.

Agreement Will Assist Trade Development

In the past, Canadian trade with Nicaragua has been relatively small. Before the war, the total annual import trade of Nicaragua amounted to about \$6 million, and her export trade was slightly more. Nicaraguan imports and exports in 1943 had reached \$13 million and \$15 million respectively, most of which trade was with the United States. Canada's exports to Nicaragua have shown a steady increase in the past ten years, rising from \$50,000 in 1935 to \$320,000 in 1945. Principal exports have been soda and sodium compounds, wheat flour, machinery, malt, calcium compounds, and copper wire. Canadian imports from Nicaragua have not

amounted to more than a few hundred dollars annually, except in 1943, when a total of \$200,000 was reached. It is possible, however, that some indirect imports have been made, which are not credited to Nicaragua in the official returns. While the 1943 imports from Nicaragua consisted mainly of raw cotton, the chief export products of that country are coffee, bananas and gold, with lesser quantities of timber, and a variety of tropical agricultural products. Although Canada's trade with Nicaragua may not reach great proportions relative to trade with larger and more populous areas, the new agreement should facilitate a more substantial development of commerce between the two countries.

U.S. Cotton Supplies are Ample Despite a Small 1946 Crop

Total of 8,482,000 bales only 537,000 bales above the 1921 figure, the smallest since 1895—Reserves from previous crops available—Severe damage from unfavourable weather and boll weevil infestation.

By H. A. Scott, Commercial Counsellor, Canadian Embassy

Washington, December 10, 1946.—The United States Department of Agriculture announced in its latest crop report that the 1946 cotton crop would amount to approximately 8,482,000 bales, or 5.9 per cent below the 1945 figure of 9,015,000 bales. The crop is about one-third smaller than the ten-year (1935-44) average of 12,553,000 bales, and only 537,000 bales above the 1921 crop, the smallest since 1895. Despite the smallness of the crop, the supply of the staple for the current season will be ample, because it is supplemented by reserves from previous crops.

Cottonseed Production 34 Per Cent Below Average

The production of cottonseed—an important source of vegetable oil used in food and industrial products—is estimated at 3,452,000 tons. This is 6 per cent less than was produced last year and 34 per cent below the ten-year average. Reports from cotton ginner indicate that 62.9 pounds of cottonseed were produced this year for each 37.1 pounds of lint.

Unfavourable Conditions Reduced Yield

The Department of Agriculture reports that the acreage harvested this year was slightly larger than last year, but that unfavourable weather conditions and severe boll weevil infestations caused widespread damage. The yield of cotton per acre was estimated at 230.7 pounds as compared with 253.6 last year and 243.8 for the ten-year average.

Percentage Ginned Slightly Lower

Meanwhile the Bureau of the Census reported that 7,365,914 bales of cotton from this year's crop were ginned prior to December 1. This compares with 7,382,667 bales a year ago and 10,272,672 bales in 1944. The percentage of the crop ginned to December 1 was estimated at 88.5 per cent as compared with 83.8 per cent to this date a year ago and 92.1 per cent for the ten-year average. Production of American-Egyptian type cotton was reported at 2,200 bales as compared with 4,100 last year and 33,600 for the ten-year average.

Trade and Tariff Regulations

Spain Modifies Law on Registration of Trade Marks

Lisbon, December 15, 1946.—(FTS)—In February, 1945, the Spanish Government published a decree modifying the law regarding the registration of trade marks in Spain and the Spanish colonies. This decree was to have become effective on March 1, 1946, but its entry into force has been postponed until July 1, 1947. Under the new regulations, every trade mark used to distinguish goods or products exposed for sale in Spain or the Spanish colonies must be registered. For imported goods, only those marks already registered in the country of origin may be registered in Spain. Non-compliance with this decree may involve not only the imposition of fines, but also the loss of the right to use the trade mark in Spain and the Spanish colonies. Previously, a Canadian exporter could, in the case of infringement of his trade mark, invoke the right of user under the Spanish Law of Industrial Property, but this facility has now disappeared. The documents required to obtain registration are: (a) power of attorney, without legalization; (b) certified copy of home registration; (c) electro-block not larger than 10 by 10 centimetres; (d) sixty prints from the same; (e) specification of goods. The fee for preparing and filing an application in one class is 355 pesetas; for each additional class in the same application it is 265 pesetas; and for extension of a registered trade mark to other goods in the same class, the fee is 410 pesetas. Renewal of a trade mark costs 485 pesetas. These fees include taxes for the first five years, after which annual prolongation taxes of varying amounts are payable. The current value of the Spanish peseta is 9·16 cents.

Venezuela Reduces Duty on Aluminium and Other Metal Products

Effective January 1, 1947, the import duty on semi-manufactured aluminium and on certain manufactures of aluminium and other metals will be reduced. The new rates in bolivares per kilogram gross weight, with the former rates in brackets, include the following: Aluminium in powder, 0·001 (0·10); semi-manufactured aluminium—plates, ribbons, girders, angles and sheets—0·005 (0·50); aluminium in paste for paints, 0·50 (1·20); aluminium tubes, connections and valves, 0·005 (0·40); aluminium wire, cords and cables, not covered, 0·005 (0·40); same, covered, 0·05 (0·40); aluminium in ornamental pieces such as doors, windows, grill-work, balconies, staircases, columns, 0·40 (0·75); collapsible tubes of aluminium, tin or lead, 0·05 (0·30); thin sheets of aluminium not exceeding one-tenth millimetre thick, 0·28 (0·50); aluminium nails, tacks, screws, bolts, rivets and washers, 0·005 (1·20); aluminium for soldering, 0·005 (1·20); sheets of tin not exceeding one-tenth millimetre thick, 0·28 (0·40). Tableware, either in single pieces or in sets, formerly dutiable at various rates according to the component metal, is now comprised in a single item, irrespective of the metal or alloy of which it is made, at a rate of 0·10 bolivar per kilogram. The duty-free entry, formerly accorded to wire netting of iron or steel, is now extended to include this product of all ordinary metals.

China Revises Import Trade Regulations

Shanghai, December 17, 1946.—(FTS)—Revised Temporary Foreign Trade Regulations, effective November 17, 1946, extend the list of articles prohibited import into China, and, subject to import licence, all other

imported commodities. Not affected by these regulations are goods requiring no foreign exchange, such as personal gifts and samples not exceeding U.S.\$50 in value.

A Board for the Temporary Regulation of Imports is created for the purpose of administering the system of import licences. The Board will establish departments to allocate import quotas and issue import licences to import goods and purchase foreign exchange for payment from an appointed bank. Quotas will be fixed by the Board for certain goods and these will be allocated to the respective trades, who, in turn, will apportion the quota among the importers who are registered in the trade. Application for import licence will be considered only if made by importers registered with the Board.

All goods normally imported into China have been classified into four schedules depending on their essentiality. Goods may be transferred by the Board from one schedule to another as circumstances require.

Schedule 1 includes machines of all kinds and railway equipment. Purchases abroad of items in this schedule exceeding \$2,000 in value are subject to prior approval of the Board.

Schedule 2 includes raw materials and essential goods which are subject to quota. Among the more important goods included in this schedule are: Wheat, flour, timber, coal, metals, chemicals, rubber and pharmaceuticals.

Schedule 3 covers a large range of less essential goods classified under some 150 tariff items. The Central Bank of China is authorized to consider applications for import licences for the goods contained in this schedule.

In addition to the articles of prohibited import which are listed in Schedule 4, the importation of an extensive list of goods has been temporarily suspended.

The revised import regulations are on file with the Commercial Relations and Foreign Tariffs Division of the Foreign Trade Service, and interested exporters may obtain further details by writing to this Division.

Newfoundland Reduces Duty on Foodstuffs

St. John's, December 16, 1946.—(FTS)—Government notices recently gazetted have removed or reduced the duties on a number of foodstuffs. Effective November 9, the duty of $2\frac{1}{2}$ cents per pound on condensed or evaporated milk and milk powder was removed. At the same time, the duty on sugar was reduced from $4\frac{1}{4}$ to 3 cents per pound, on tea of United Kingdom origin from 10 to 5 cents per pound, and on tea of other origin from 14 to 9 cents per pound. The duty of 29 cents per bushel on potatoes was suspended on November 14 and effective December 14, salt beef and salt pork in barrels, formerly dutiable at \$1.55 per barrel, and certain canned meats, formerly 2 cents per pound, were made duty-free.

New Chilean Documentation Leaflet Issued

When making shipments to Chile care should be taken to prepare the shipping documents in accordance with the prescribed regulations. Documents for freight shipments, which must be submitted to the Chilean Consul for legalization, include five copies of the combined commercial invoice and declaration of origin, and four copies of the bill of lading. A packing list may also be advisable in some cases. Complete instructions on how these documents should be completed and information on other points of interest for Canadian exporters to Chile are contained in a leaflet recently issued. Copies of this leaflet may be obtained on application to the Foreign Tariffs Branch, Department of Trade and Commerce, Ottawa.

Guatemala Removes Import Duties on Preserved Milk

Guatemala City, December 11, 1946.—(FTS)—A decree published December 3, 1946, removes the import duty on powdered, evaporated and condensed milk shipped to Guatemala. The exemption is to continue in force as long as the local production of certified fresh milk remains insufficient for the needs of the country. The profits of preserved milk importers are to be controlled by the Executive, and may not in any case exceed 10 per cent.

Canada May Export Shingles to U.S. Though Quota Filled

Washington, D.C., December 18, 1946.—(FTS)—The quota of 1,396,423 squares of red cedar shingles entitled to exemption from the duty of 25 cents per square during the calendar year 1946, under the terms of the Canada-United States Trade Agreement of 1938, was filled on December 2. Shingles will, however, continue to enter the United States free of duty, under the President's proclamation of October 25, permitting duty-free importation of certain lumber products suitable for building and construction.

Foreign Trade Inquiries

Canadian firms interested in any inquiries listed in this section are requested to communicate directly with the companies or individuals concerned. As far as can be ascertained, they are in good standing, though the Foreign Trade Service cannot assume responsibility for business transactions undertaken with them. A copy of the initial reply from the inquirer should be forwarded to the Department of Trade and Commerce for follow-up purposes. Confidential information concerning the financial status of inquirers may be secured from this Department by bona fide Canadian manufacturers and exporters. In writing this Department in connection with inquiries, the name of the inquirer, file number of the inquiry and the date of issue of the *Commercial Intelligence Journal* in which it was shown should be supplied.

143. **Portugal**—Antonio Campos, Travessa Nova de S. Domingos, 9-1° Dt°, Lisbon, wishes to purchase under a confirmed letter of credit, on behalf of the Companhia Colonial de Navegacao, Turkish bath towels, cotton face towels, barbers' coats and towels. File TE-159.
 144. **Belgian Congo**—Marco Habib & Co., Boite Postale 911, Elizabethville, Belgian Congo, are interested in obtaining galvanized steel or aluminum sheets suited for roofing purposes. File: T.E. 158.
 145. **Belgian Congo**—Maison Stravos S.C.R.L., B.P. 160, Albertville, Belgian Congo, wish to import all classes of goods for both European and native trade. They would like to get in touch with a Canadian export merchant. File: 19775.
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Parcel Post Rates to U.K. Reduced

As a result of negotiations with the Postmaster General of the United Kingdom, it has been possible to reduce the postage rates on parcels despatched from Canada to the United Kingdom. The new rates, effective January 1, 1947, will range from 25 cents for a one-pound parcel to \$2.50 for parcels weighing from 15 to 20 pounds.

Trade Commissioners On Tour

Canadian Trade Commissioners are presently visiting leading industrial centres in this country, and are in a position to furnish information concerning territories in which they represent the Foreign Trade Service. Exporters and importers are urged to communicate with these officers when in their vicinity, with a view to establishing connections that should assist in the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly with the following offices in the areas concerned:—

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.

Calgary—Board of Trade.

Edmonton—Can. Manufacturers' Association.

Galt—Board of Trade.

Guelph—Board of Trade.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Kitchener—Chamber of Commerce.

London—Chamber of Commerce.

Montreal—Montreal Board of Trade.

Preston—Board of Trade.

Quebec City—Board of Trade.

Saint John—Board of Trade.

Stratford—Board of Trade.

Toronto—Can. Manufacturers' Association.

Vancouver—Can. Manufacturers' Association.

Victoria—Dept. of Trade and Industry.

Winnipeg—Can. Manufacturers' Association.

H. L. Brown, who has been appointed Commercial Secretary at Buenos Aires, will resume his Canadian tour in Edmonton on January 8. He was formerly trade commissioner at Johannesburg, where his territory included Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, and Nyasaland.

H. L. Brown

(Appointed Commercial Secretary at Buenos Aires)

Edmonton—January 8.

Winnipeg—January 10.

Galt—January 13-14.

Preston—January 15.

Brantford—January 16.

London—January 17-18.

Stratford—January 20.

Kitchener—January 21-22.

Guelph—January 23.

Ottawa—January 24-25.

Montreal—Jan. 27-Feb. 6.

A. F. Gill Heads New Standards Division

Creation of a Standards Division of the Department of Trade and Commerce, and appointment of Alan F. Gill of Ottawa as director, was announced on December 18 by the Hon. James A. MacKinnon, Minister of Trade and Commerce.

Mr. Gill is to co-ordinate and reorganize the work of the Department's existing standards divisions, Weights and Measures Inspection Service, Electricity and Gas Inspection Service, and Precious Metals Marking Act. He will also study the possibility of setting up such other standards as may be considered desirable.

Born and educated in Vancouver, Mr. Gill graduated in 1924 from the University of British Columbia, and the following year received an M.A. in chemistry and mathematics. After one year's experience in British Columbia industry, he came to Ottawa to join the Department of Mines and Resources, where he was engaged in fuel research.

In 1927, Mr. Gill was placed in charge of the non-metallic mineral research laboratory of the National Research Council. As a result of the investigation by the Royal Commission on Price Spreads in 1934, the National Research Council entered the field of commodity standards. In this connection, Mr. Gill organized the Codes and Specifications section dealing with commodity standards generally, and the National Building Code.

When the Canadian Manufacturers' Association Mission on Armaments went to England in 1939, he accompanied General A. G. L. MacNaughton as technical assistant, and while there worked with the British Standards Institution on the co-ordinating of British and Canadian standards and specifications for war purposes. On returning to Canada, Mr. Gill was seconded to the Department of Munitions and Supply, on leave of absence from the National Research Council, and became Assistant Director General of Munitions. In 1942 he became production manager of Ram tanks for the Montreal Locomotive Works. On loan to the British Government, Mr. Gill was sent to Germany in 1945, as Director General of Reparations in the British Zone. He has been recalled by the Canadian Government to assume the present appointment.

Mr. Gill is a Fellow of the Canadian Institute of Chemistry, and a member of the American Society for Testing Materials, the Canadian Standards Association, and the Canadian Institute of Mining.

Canadian Economic Representative to Go to Germany

Appointment of Brigadier F. C. Gilbert-Berthiez as Canadian economic representative for the Department of Trade and Commerce, to be attached to the Canadian Military Mission to Germany, was announced on December 20 by Hon. James A. MacKinnon, Minister of Trade and Commerce. With the appointment becoming effective on January 2, Brigadier Gilbert-Berthiez will also become the representative in Germany of the Canadian Commercial Corporation. In this capacity he will work in close co-operation with the Corporation's Foreign Purchasers Division in securing German supplies desired by Canadian importers. He will follow up inquiries from Canadian industry with a view to obtaining in Germany any new or improved machinery wanted by Canadian manufacturers. He is to ascertain what German plants or machinery might be used to advantage in Canada and if these could be made available under reparations.

A graduate of the Imperial College of Science and Technology, London, England, Brigadier Gilbert-Berthiez came to Canada in July, 1940, on behalf of the British Ministry of Supply. Loaned to the Department of Munitions and Supply, he was appointed Chief of the Machine Tool and Gauge Division, and later made Director of Production Planning. Joining the Royal Canadian Ordnance Corps early in 1942, he subsequently transferred to the R.C.E.M.E. and was posted to the M.G.O. Branch of the Department of National Defence. Brigadier Gilbert-Berthiez joined the Control Commission in Germany in January, 1945, his first assignment being that of Economic Adviser to the Commander, 1st Corps, and Chairman of the Ruhr Economic Division, in which capacity he was responsible for all economic activity in North Rhineland and Westphalia, the two most important industrial centres of the British Zone. In November, 1945, Brigadier Gilbert-Berthiez was placed in charge of heavy industry and later came his appointment as Deputy Chief of the Trade and Industry Division for the entire British Zone.

New Foreign Exchange Regulations Become Effective on January 1

Changes under Foreign Exchange Control Act of interest to Canadian exporters and importers—Currencies of payment specified and approved procedure outlined.

In the interest of Canadian exporters and importers, the Foreign Exchange Control Board has issued notices summarizing the provisions of new regulations under the Foreign Exchange Control Act, which become effective on January 1, 1947, as they relate to (a) the exportation of goods from Canada, and (b) the importation of goods from Canada.

REGULATIONS IN RESPECT OF EXPORTS

1. In general, a resident of Canada who sells goods which have been or are to be exported from Canada to a country other than Newfoundland is required to obtain payment of the fair value within six months of shipment in United States dollars, sterling or a foreign currency which can be freely exchanged for either of those currencies.

Transfer of Sterling Restricted

2. At January 1, 1947, exchange control regulations in the United Kingdom permit the transfer of sterling to Canada only from the following countries:

The United Kingdom, the British Dominions and Empire and British mandated territories, protectorates and protected states; and

Anglo-Egyptian Sudan	Faroe Islands	Panama
Argentina	Guatemala	Philippine Islands
Colombia	Haiti	Salvador
Costa Rica	Honduras	Transjordan
Cuba	Iceland	United States and terri-
Dominican Republic	Iraq	tories
Ecuador	Mexico	Venezuela
Egypt	Nicaragua	

It is expected that this list will be added to from time to time, but an exporter should not sell for payment in sterling goods which are to be exported to any country not listed above without first consulting his bank to ensure that the sterling can be transferred to Canada.

Additional Countries Eligible

3. In the alternative to payment in United States dollars, sterling or a convertible foreign currency, goods may be sold for export to the following "special arrangement countries" for payment in Canadian dollars where the Canadian dollars are paid from a bank account in Canada of a resident of (including a bank in) one of these countries:

The United Kingdom, the British Dominions and Empire (excluding Canada and Newfoundland) and British mandated territories, protectorates and protected states and

Egypt, Anglo-Egyptian Sudan, Iraq and Transjordan.
Iceland and the Faroe Islands.
Belgium, Luxembourg, Belgian Congo and Ruanda-Urundi.
Czechoslovakia.
France and the French Empire.
Netherlands and Netherlands West and East Indies.
Norway.

Export Procedure Outlined

4. Except in those cases where a Customs Export Entry is not ordinarily required (e.g. gifts up to \$25 in value, other shipments up to \$5 in value, travellers' baggage and effects, etc.), combined Customs Export Entry and F.E.C.B. Form B 13-B is to be delivered by an exporter to the Collector of Customs at the port of exit of the goods (or to the Postmaster where the export is by mail). Three copies are required for exports to Newfoundland and five copies in other cases. Where the terms of payment are in accordance with the Foreign Exchange Control Act and Regulations, the Collector approves the Form B 13-B on behalf of the Board and sends a copy of the form to the exporter's bank.

Supplies of Form B 13-B are available at Customs Offices.

Proceeds of Exports to be Offered to Bank

5. A resident of Canada who has or receives payment of any United States dollars, sterling or other foreign exchange is required to offer it for sale to his bank. F.E.C.B. Form C, copies of which are available at banks, is to be completed covering a sale to a bank of exchange arising from the sale of goods which have been or are to be exported where the amount is more than \$100 or £25. This form is then "matched" by the bank with the copy of Form B 13-B covering the export, which the bank has received or will receive from Customs. When an exporter receives payment for an export to a "special arrangement country" in Canadian dollars, the exporter's bank is notified by the bank having the account from which the payment was made, and a similar "matching" procedure is followed.

Board Must Approve Exports for No Settlement

6. The prior approval of the Board or an authorized dealer of the Board is required for exports to countries other than Newfoundland for which no settlement has been made, except in the cases specified in section 38(5) of the Regulations which include:

- (a) Goods of no commercial value, including samples exported for test and samples re-exported after having been imported for test.
- (b) Goods exported temporarily for repairs, adjustments or to be tested, such that, on return to Canada, they will be eligible for entry on payment of duty on the value of repairs, adjustments or tests only.
- (c) Properly identified empty containers or covers which are to be returned to Canada for entry under Item 709 of the Customs tariff.
- (d) Imported periodicals or covers of imported periodicals being re-exported from Canada.
- (e) Household furniture, personal effects, professional instruments and tools of trade, passenger automobiles, bicycles and motorcycles exported by or for an individual on change of domicile solely for the owner's or his immediate family's use and not for sale.
- (f) Gifts up to a value not exceeding \$100 in any one shipment.

7. The procedure outlined in Paragraphs 4 and 5 of this Notice does not apply to exporters who carry out their transactions under BD and NS permits issued by the Board.

Kinds or Quantities of Exports Not Controlled

8. No control is exercised under the Foreign Exchange Control Act or Regulations over the kinds or quantities of goods which may be exported, or their destination. The only purpose of the procedure described in this

Notice is to ensure that, when goods are exported from Canada, payment of their value is received by the exporter in an appropriate currency and, in the case of foreign exchange, is sold to an authorized dealer and thereby made available to the Board.

REGULATIONS IN RESPECT OF IMPORTS

1. In general, a resident of Canada who buys goods which have been or are to be imported into Canada within six months may make payment for the fair value of the goods in Canadian dollars, United States dollars, sterling, or other foreign currency

Transfer of Sterling Restricted

2. At January 1, 1947, exchange control regulations in the United Kingdom ordinarily permit the transfer of sterling from Canada only to the following countries: The United Kingdom, the British Dominions and Empire and British mandated territories, protectorates and protected states; and

Anglo-Egyptian Sudan
Argentina
Colombia
Costa Rica
Cuba
Dominican Republic
Ecuador
Egypt
Faroe Islands
Guatemala
Haiti

Honduras
Iceland
Iraq
Mexico
Nicaragua
Panama
Philippine Islands
Salvador
Transjordan
United States and territories
Venezuela

It is expected that this list will be added to from time to time, and an importer should not refuse an offer of payment in sterling for goods which are to be imported from a country not listed above without consulting his bank or the Board.

Approved Import Procedure Must Be Observed

3. Where Customs Import Entry for goods imported into Canada is made on Customs Form B1, B5 or B11, an importer is required, except in the case of goods imported from or originating in Newfoundland, to submit to Customs F.E.C.B. Form E. Form E is designed to be made out as one of the set of Customs forms. When import entry is passed, Customs approves the related Form E and returns it to the importer as evidence for the importer to produce to his bank, that the goods have been imported and of their value.

Supplies of Form E are available at Customs Offices.

4. Where Customs Import Entry is made otherwise than on Customs Form B1, B5 or B11—usually imports valued at less than \$100—the importer is required to obtain from Customs, in place of Form E, a certified copy of the Customs form or invoice used in clearing the goods through Customs.

5. A resident of Canada desiring to obtain United States dollars, sterling or other foreign exchange or to pay Canadian dollars to a non-resident in settlement for imports is required to apply to his bank for a permit. The application is to be made on F.E.C.B. Form F or Form G, respectively (unless the amount is \$100 or £25 or less) and is to be supported by the Form E covering the importation of the goods or, where Form E was not required, the Customs document referred to in Paragraph 4. Where application for foreign exchange or to pay Canadian dollars is made before the goods are imported, Form E is to be surrendered to the bank, or the

other Customs documents are to be exhibited to it, as soon as importation is made. The bank "matches" Forms F or G, covering payments for imports, with Form E or other Customs documents evidencing the importation of the goods.

In the latest printing of Form E, provision is made whereby an application to a bank for foreign exchange to settle in full for goods already imported may be made on the back of the Form E itself. Where this is done, an application on Form F is not necessary.

6. The procedure outlined in Paragraphs 4 and 5 of this Notice does not apply to importers who carry out their transactions under BD or NS permits issued by the Board.

Types, Quantities or Origin of Imports not Controlled

7. No control is exercised under the Foreign Exchange Control Act or Regulations over the kinds or quantities of goods which are imported into Canada or their origin. The only purpose of the procedure described in this Notice is to ensure that, when payments are made to non-residents, either in foreign exchange or Canadian dollars, for the purchase of goods, goods to the value of the payments are in fact brought into Canada.

Southern Rhodesia Subsidizes Declining Gold Production

*Maximum of 40 shillings per fine ounce paid to keep
small mines in operation—Production falling off since
June, 1946.*

By J. H. English, Commercial Counsellor for Canada

Johannesburg, December 18, 1946.—Legislation was passed by the Southern Rhodesia Parliament during November, subsidizing the production of gold in the Colony to the extent of 40 shillings per fine ounce. The motion, which was agreed to without much debate, provides that as a temporary measure, gold mines which cannot continue operation under present conditions, but have a reasonable chance of becoming economic producers, may be subsidized by the government to a maximum amount of 40 shillings per fine ounce. The subsidy may be granted for a period of twelve months, subject to quarterly review by the Royalty Review Committee. This subsidy will make up the estimated difference between income and allowable expenditure, but will not provide for profit or remuneration of capital.

Subsidy to Maintain Vital Industry

Gold mining, an important industry in Southern Rhodesia, is spread over a great many small workings. Production during 1945 amounted to 568,242 fine ounces, while in September, 1946, it totalled 45,074 fine ounces as against 47,994 fine ounces in September, 1945. In each month since June, 1946, production has fallen behind the figures for the corresponding month in 1945. The present subsidy is designed to raise production, and to keep in operation a number of mines which might otherwise be forced to close.



Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operators, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after the *Commercial Intelligence Journal* has gone to press, particularly as this relates to the loading date and name of vessel. All ships are not as yet under the complete control of operators, and one or other may have to be withdrawn to fulfil a government demand for space. A substitute ship is normally provided, and the operator will immediately notify shippers of any change in the date of departure. If no substitute is available, operators will advise shippers of an alternative sailing by another line.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Halifax

Destination	Loading Date	Vessel	Operator or Agent
Belgium— Antwerp.....	December 26-28	<i>Beckenham</i>	Cunard White Star
Cuba— Santiago.....	December 23-28	<i>Oakmount Park</i>	Pickford and Black
Java— Batavia.....	January 15	<i>A Ship</i>	Montreal Shipping
Mediterranean— Central and Western Areas. ...	January 28	<i>Digby County</i>	Montreal Shipping
Mexico— Vera Cruz.....	January 2-5	<i>Lansdowne Park</i>	Canadian National
Netherlands— Rotterdam..... Amsterdam.....	December 26-28	<i>Beckenham</i>	Cunard White Star
Newfoundland— St. John's..... St. John's.....	December 30 January 16	<i>Blue Peter II</i> <i>Blue Peter II</i>	Montreal Shipping Montreal Shipping
Philippines— Manila.....	January 15	<i>A Ship</i>	Montreal Shipping
Scandinavia— Baltic Ports..... Baltic Ports.....	January 18 Early February	<i>Braheholm</i> <i>Ragnhildsholm</i>	Swedish American Line Swedish American Line
United Kingdom— Avonmouth..... Avonmouth..... Cardiff..... Cardiff..... Liverpool..... Liverpool..... Liverpool..... Liverpool..... Liverpool.....	January 8 Late January January 7 Late January December 28-31 January 3 January 12 January 15-18 Jan. 30-Feb. 6	<i>Boston City</i> <i>Montreal City</i> <i>Boston City</i> <i>Montreal City</i> <i>Cavina</i> <i>Pacific Enterprise</i> <i>Pacific Exporter</i> <i>Fort Ticonderoga</i> <i>Valacia</i>	Furness Withy Furness Withy Furness Withy Furness Withy Cunard White Star Furness Withy Furness Withy Cunard White Star Cunard White Star

Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom—Con			
London.....	December 24-31	<i>Port Melbourne</i>	Cunard White Star
London.....	Jan. 30-Feb. 6	<i>Port Spokane</i>	Cunard White Star
Newcastle.....	January 11	<i>Cairnavon</i>	Furness Withy
Southampton.....	January 1	<i>Aquitania</i>	Cunard White Star
Southampton.....	January 22	<i>Aquitania</i>	Cunard White Star
Swansea.....	January 7	<i>Boston City</i>	Furness Withy
Swansea.....	Late January	<i>Montreal City</i>	Furness Withy
West Indies—			
Antigua.....	Dec. 26-Jan. 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Antigua.....	January 5-9	<i>Maisonneuve Park</i>	Canadian National
Antigua.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
Antigua.....	Jan. 23-Feb. 1	<i>Alcoa Pegasus</i>	Alcoa Steamships
Bahamas.....	Dec. 31-Jan. 5	<i>Cartier Park</i>	Canadian National
Bahamas.....	January 3-6	<i>Lorne Park</i>	Canadian National
Bahamas.....	January 20-23	<i>Canadian Observer</i>	Canadian National
Barbados.....	December 24-28	<i>Sutherland Park</i>	Canadian National
Barbados.....	Dec. 26-Jan. 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Barbados.....	January 5-9	<i>Maisonneuve Park</i>	Canadian National
Barbados.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
Barbados.....	January 10-15	<i>Chomedy</i>	Canadian National
Barbados.....	Jan. 23-Feb. 1	<i>Alcoa Pegasus</i>	Alcoa Steamships
Bermuda.....	Dec. 26-Jan. 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Bermuda.....	January 3-6	<i>Lorne Park</i>	Canadian National
Bermuda.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
Bermuda.....	January 10-15	<i>Chomedy</i>	Canadian National
Bermuda.....	January 20-23	<i>Canadian Observer</i>	Canadian National
Bermuda.....	Jan. 23-Feb. 1	<i>Alcoa Pegasus</i>	Alcoa Steamships
British Guiana.....	December 24-28	<i>Sutherland Park</i>	Canadian National
British Guiana.....	Dec. 26-Jan. 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
British Guiana.....	January 5-9	<i>Maisonneuve Park</i>	Canadian National
British Guiana.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
British Guiana.....	January 10-15	<i>Chomedy</i>	Canadian National
British Guiana.....	Jan. 23-Feb. 1	<i>Alcoa Pegasus</i>	Alcoa Steamships
Dominica.....	December 24-28	<i>Sutherland Park</i>	Canadian National
Dominica.....	January 10-15	<i>Chomedy</i>	Canadian National
Grenada.....	Dec. 26-Jan. 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Grenada.....	January 5-9	<i>Maisonneuve Park</i>	Canadian National
Grenada.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
Grenada.....	Jan. 23-Feb. 1	<i>Alcoa Pegasus</i>	Alcoa Steamships
Jamaica.....	Dec. 31-Jan. 5	<i>Cartier Park</i>	Canadian National
Jamaica.....	January 3-6	<i>Lorne Park</i>	Canadian National
Jamaica.....	January 11-15	<i>Dufferin Bell</i>	Pickford and Black
Jamaica.....	January 20-24	<i>Dufferin Park</i>	Pickford and Black
Jamaica.....	January 20-23	<i>Canadian Observer</i>	Canadian National
Jamaica.....	February 7-11	<i>Oakmount Park</i>	Pickford and Black
Montserrat.....	December 24-28	<i>Sutherland Park</i>	Canadian National
St. Kitts.....	Dec. 26-Jan. 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Kitts.....	January 5-9	<i>Maisonneuve Park</i>	Canadian National
St. Kitts.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
St. Kitts.....	January 10-15	<i>Chomedy</i>	Canadian National
St. Kitts.....	Jan. 23-Feb. 1	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Lucia.....	December 24-28	<i>Sutherland Park</i>	Canadian National
St. Lucia.....	Dec. 26-Jan. 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Lucia.....	January 9	<i>Alcoa Planter</i>	Alcoa Steamships
St. Lucia.....	January 10-15	<i>Chomedy</i>	Canadian National
St. Lucia.....	Jan. 23-Feb. 1	<i>Alcoa Pegasus</i>	Alcoa Steamships
St. Vincent.....	December 24-28	<i>Sutherland Park</i>	Canadian National
St. Vincent.....	Dec. 26-Jan. 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
St. Vincent.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
St. Vincent.....	January 10-15	<i>Chomedy</i>	Canadian National
St. Vincent.....	Jan. 23-Feb. 1	<i>Alcoa Pegasus</i>	Alcoa Steamships

Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.			
Trinidad.....	December 24-28	<i>Sutherland Park</i>	Canadian National
Trinidad.....	Dec. 26-Jan. 3	<i>Alcoa Pilgrim</i>	Alcoa Steamships
Trinidad.....	January 5-9	<i>Maisonneuve Park</i>	Canadian National
Trinidad.....	January 9-18	<i>Alcoa Planter</i>	Alcoa Steamships
Trinidad.....	January 10-15	<i>Chomedy</i>	Canadian National
Trinidad.....	Jan. 23-Feb. 1	<i>Alcoa Pegasus</i>	Alcoa Steamships

Departures from Saint John

*Calls at Halifax two days later

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenco Marques..	January 2	<i>Tarkwa</i>	Elder Dempster
Lourenco Marques..	January 5-10	* <i>Halifax County</i>	Montreal Shipping
Lourenco Marques..	January 14	<i>Cargill</i>	Elder Dempster
Lourenco Marques..	January 24	<i>Chandler</i>	Elder Dempster
Africa-South—			
Cape Town.....	January 2	<i>Tarkwa</i>	Elder Dempster
Port Elizabeth.....	January 14	<i>Cargill</i>	Elder Dempster
East London.....	January 24	<i>Chandler</i>	Elder Dempster
Cape Town—			
Cape Town.....	January 5-10	* <i>Halifax County</i>	Montreal Shipping
Port Elizabeth.....			
Durban.....			
Anglo-Egyptian			
Sudan—			
Port Sudan.....	January 15	<i>A Ship</i>	Montreal Shipping
Argentina—			
Buenos Aires.....	January 5	<i>A Ship</i>	Montreal Shipping
Buenos Aires.....	January 12-17	<i>Fort Panmure</i>	Furness Withy
Australia—			
Brisbane.....	January 6-15	<i>Sampler</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Geelong.....	January 6-15	<i>Samboston</i>	Montreal Australia New Zealand Line
Melbourne.....			
Adelaide.....			
Belgium—			
Antwerp.....	December 28	<i>Hedel</i>	Shipping Limited
Antwerp.....	December 28	<i>Marchdale</i>	March Shipping
Antwerp.....	Early January	<i>A Ship</i>	Canada Steamships
Antwerp.....	January 14	<i>Mont Clair</i>	Montreal Shipping
Antwerp.....	January 14-20	* <i>Twickenham</i>	Cunard White Star
Antwerp.....	January 25	<i>Marchcape</i>	March Shipping
Brazil—			
Rio de Janeiro.....	January 5	<i>A Ship</i>	Montreal Shipping
Rio de Janeiro.....	January 12-17	<i>Fort Panmure</i>	Furness Withy
Santos.....			
British Honduras—			
Belize.....		<i>A Ship</i>	Saguenay Terminals
China—			
Shanghai.....	January 2-5	<i>City of Poona</i>	McLean Kennedy
Shanghai.....	January 15	* <i>A Ship</i>	Montreal Shipping
Taku Bar.....			

Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
Colombia— Barranquilla.....		<i>A Ship</i>	Saguenay Terminals
Costa Rica— Port Limon.....		<i>A Ship</i>	Saguenay Terminals
Cuba— Havana.....		<i>A Ship</i>	Saguenay Terminals
Curaçao		<i>A Ship</i>	Saguenay Terminals
Egypt— Alexandria..... Port Said.....	January 17	<i>Ber H. Miller</i>	McLean Kennedy
Port Said..... Port Said.....	December 28 Mid-January	<i>City of Khios</i> <i>Empire Spartan</i>	McLean Kennedy McLean Kennedy
Eire— Dublin..... Dublin.....	January 4 January 19	<i>Irish Larch</i> <i>Fanad Head</i>	Shipping Limited McLean Kennedy
Germany— Hamburg..... Hamburg..... Hamburg.....	December 28 January 14 January 25	<i>Marchdale</i> <i>Mont Clair</i> <i>Marchcape</i>	March Shipping Montreal Shipping March Shipping
Guatemala— Puerto Barrios.....		<i>A Ship</i>	Saguenay Terminals
Hong Kong	January 2-5	<i>City of Poona</i>	McLean Kennedy
India— Bombay..... Madras..... Calcutta.....	December 28 Mid-January	<i>City of Khios</i> <i>Empire Spartan</i>	McLean Kennedy McLean Kennedy
Bombay..... Calcutta.....	January 15	<i>A Ship</i>	Montreal Shipping
Iraq— Basra.....	January 15	<i>A Ship</i>	Montreal Shipping
Mediterranean— Central and Western Areas	December 30 January 15 January 30	<i>Fort Marin</i> <i>Mont Alta</i> <i>Mont Rolland</i>	Montreal Shipping Montreal Shipping Montreal Shipping
Mexico— Vera Cruz..... Vera Cruz.....	January 20 February 15	<i>Bell Park</i> <i>Lansdowne Park</i>	McLean Kennedy McLean Kennedy
Morocco— Casablanca.....	January 30	<i>Mont Rolland</i>	Montreal Shipping
Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam..... Rotterdam.....	December 28 December 28 Early January January 14 January 25	<i>Hedel</i> <i>Marchdale</i> <i>A Ship</i> <i>Mont Clair</i> <i>Marchcape</i>	Shipping Limited March Shipping Canada Steamships Montreal Shipping March Shipping
Rotterdam..... Amsterdam.....	January 14-20	<i>*Twickenham</i>	Cunard White Star
Newfoundland— St. John's..... St. John's.....	December 29-31 January 3-6	<i>Island Connector</i> <i>Fort Amherst</i>	Furness Withy Furness Withy
New Zealand— Auckland..... Wellington..... Lyttelton..... Dunedin..... Bluff.....	January 10-17	<i>City of Carlisle</i>	Montreal Australia New Zealand Line

Departures from Saint John—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Northern Ireland— Belfast.....	January 11	<i>Torr Head</i>	McLean Kennedy
Panama— Cristobal.....		<i>A Ship</i>	Saguenay Terminals
Philippines— Manilla.....	January 2-5	<i>City of Poona</i>	McLean Kennedy
Manila.....	January 15	<i>A Ship</i>	March Shipping
Poland— Gdansk.....	January 14	<i>Mont Clair</i>	Montreal Shipping
Gdansk.....	January 25	<i>Marcheape</i>	March Shipping
Portugal— Lisbon.....	December 30	<i>Fort Marin</i>	Montreal Shipping
Singapore.....	January 15	<i>*A Ship</i>	Montreal Shipping
United Kingdom— Avonmouth.....	Dec. 26-Jan. 4	<i>*Dorelian</i>	Cunard Donaldson
Cardiff.....	Dec. 26-Jan. 4	<i>*Dorelian</i>	Cunard Donaldson
Glasgow.....	December 22-28	<i>Delilian</i>	Donaldson Atlantic
Glasgow.....	Dec. 30-Jan. 6	<i>Gracia</i>	Donaldson Atlantic
Glasgow.....	January 13-21	<i>Salacia</i>	Donaldson Atlantic
Glasgow.....	January 21-28	<i>Norwegian</i>	Donaldson Atlantic
Liverpool.....	December 29	<i>Beaverburn</i>	Canadian Pacific
Liverpool.....	January 8-14	<i>Fort Ticonderoga</i>	Cunard White Star
Liverpool.....	January 11	<i>Torr Head</i>	McLean Kennedy
Liverpool.....	January 12	<i>Beaverford</i>	Canadian Pacific
Liverpool.....	January 19	<i>Fanad Head</i>	McLean Kennedy
Liverpool.....	February 2	<i>Beaverburn</i>	Canadian Pacific
London.....	January 1	<i>Beaverdell</i>	Canadian Pacific
London.....	January 8	<i>Beaverqlen</i>	Canadian Pacific
London.....	January 28	<i>Beaverlake</i>	Canadian Pacific
London.....	February 9	<i>Beaverdell</i>	Canadian Pacific
London.....	February 15	<i>Beaverqlen</i>	Canadian Pacific
Manchester.....	December 30	<i>Manchester Commerce</i>	Furness Withy
Manchester.....	January 8	<i>Manchester Port</i>	Furness Withy
Manchester.....	January 16	<i>Manchester Trader</i>	Furness Withy
Manchester.....	January 23	<i>Manchester Progress</i>	Furness Withy
Manchester.....	February 6	<i>Manchester City</i>	Furness Withy
Newcastle.....	January 3	<i>Cairnesk</i>	Cairn-Thomson
Uruguay— Montevideo.....	January 12-17	<i>Fort Panmure</i>	Furness Withy
Venezuela— La Guaira.....		<i>A Ship</i>	Saguenay Terminals
Puerto Cabello.....			
Maracaibo.....			

Canadian Shipping Board Disbands December 31

The Canadian Shipping Board, with headquarters in Montreal and offices in London, England, and Washington, will be disbanded on December 31, the Hon. James A. MacKinnon, Minister of Trade and Commerce, announced recently. The resignation of A. L. W. MacCallum, O.B.E., Chairman of the Board, will also become effective on that date.

During the war and immediate postwar period, the Board had been highly successful in its task of providing ocean, coastal and inland navigation tonnage for the Canadian and Allied war effort, for the movement of imports and exports essential to the Canadian civilian economy, and in arranging shipping to carry the relief and rehabilitation cargoes so urgently needed in Europe and the Far East.

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain further information concerning loading dates, loading berth, available cargo space and rates.

Destination	Loading Date	Vessel	Operator or Agent
Argentina— Buenos Aires.....	January 10	<i>William Harris Hardy</i>	Balfour Guthrie
Australia— Newcastle..... Sydney..... Melbourne..... Adelaide.....	Early January	<i>Aristotelis</i>	Empire Shipping
Sydney..... Melbourne.....	January 9 January 10 Mid-February	<i>Reaveley</i> <i>Parrakoola</i> <i>Wangaratta</i>	Empire Shipping Empire Shipping Empire Shipping
Brazil— Rio de Janerio.....	January 10	<i>William Harris Hardy</i>	Balfour Guthrie
Santos.....	January 9	<i>Queen of the Seas</i>	Balfour Guthrie
China— Shanghai..... Chinwangtao.....	Late December	<i>Mongabarra</i>	Empire Shipping
Shanghai..... Shanghai..... Shanghai.....	January 4 Late January Early February	<i>Roseville</i> <i>Vito</i> <i>Vilja</i>	Balfour Guthrie Empire Shipping Empire Shipping
Colombia— Buenaventura.....	Early February	<i>Don Alfredo</i>	Empire Shipping
Cartagena.....	January 9	<i>Queen of the Seas</i>	Balfour Guthrie
Egypt— Alexandria..... Alexandria.....	January 20 Early February	<i>Kastor</i> <i>A Ship</i>	Empire Shipping Empire Shipping
France— North Coast.....	January 5-10	<i>Coutances</i>	Empire Shipping
Guatemala— San Jose.....	Early February	<i>Don Alfredo</i>	Empire Shipping
Greece— Piraeus..... Piraeus.....	January 20 Early February	<i>Kastor</i> <i>A Ship</i>	Empire Shipping Empire Shipping
Hong Kong.....	January 4	<i>Roseville</i>	Balfour Guthrie
Italy— Genoa..... Genoa.....	January 20 Early February	<i>Kastor</i> <i>A Ship</i>	Empire Shipping Empire Shipping
Palestine— Haifa..... Haifa.....	January 20 Early February	<i>Kastor</i> <i>A Ship</i>	Empire Shipping Empire Shipping
Philippines— Manilla..... Iloilo..... Cebu.....	Mid-January	<i>Sommerville</i>	Balfour Guthrie
Iloilo..... Cebu.....	January 4	<i>Roseville</i>	Balfour Guthrie
Salvador— La Libertad.....	Early February	<i>Don Alfredo</i>	Empire Shipping
United Kingdom— Glasgow..... Glasgow.....	Early January Mid-January	<i>Cathage Victory</i> <i>Parthenia</i>	Balfour Guthrie Balfour Guthrie

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Vessel
United Kingdom—			
<i>Con.—</i>			
Liverpool.....	Late December	<i>A Ship</i>	Furness Pacific
Liverpool.....	Late December	<i>Bellerophon</i>	Balfour Guthrie
Liverpool.....	Early January	<i>Carthage Victory</i>	Balfour Guthrie
Liverpool.....	Mid-January	<i>Parthenia</i>	Balfour Guthrie
Liverpool.....	January-February	<i>A Ship</i>	Furness Pacific
London.....	Late December	<i>A Ship</i>	Furness Pacific
Uruguay—			
Montevideo.....	January 10	<i>William Harris Hardy</i>	Balfour Guthrie
Venezuela—			
Puerto Cabello.....	January 10	<i>William Harris Hardy</i>	Balfour Guthrie

Canada Ranks Ninth in Importance Among United Kingdom Markets

In 1938 the Dominion ranked fourth as a purchaser of U.K. products—Denmark has advanced from tenth to fourth—Increased Canadian imports will provide dollars for greater U.K. purchases.

London, December 14, 1946.—(FTS)—From fourth place among purchasers of United Kingdom products in 1938, Canada has moved down to ninth position, as indicated by export figures recently released by the British Board of Trade covering the third quarter of 1946.

This situation is regarded as significant by Mr. A. E. Bryan, Commercial Counsellor for Canada at London. He suggests that it merits attention in view of the necessity of increasing purchases of British merchandise in order to build up larger dollar resources in the United Kingdom to provide for the import of more Canadian goods.

India Leading Export Market

As indicated by the appended table, India was the United Kingdom's principal export market in the July-September period of 1946, followed by the Union of South Africa. With the marked rise in exports to Denmark, that country now ranks third among purchasers of Britain's products as compared with tenth in 1938.

Comparative Summary of U.K. Exports

	July-Sept. 1946 £ mill.	Apr.-June 1946 £ mill.	Order of Importance	
			Apr.-June 1946	Jan.-Dec. 1938
1. British India	21.0	19.0	1	3
2. Union of South Africa	19.0	16.4	2	1
3. Denmark	14.7	12.6	4	10
4. Australia	14.0	14.2	3	2
5. Eire	9.2	9.4	6	7
6. United States	8.7	8.9	7	6
7. Canada	8.3	7.2	9	4
8. Netherlands	8.2	7.3	8	12
9. New Zealand	7.3	6.0	12	9
10. France	6.9	10.5	5	11
11. Belgium	6.5	6.6	10	17
12. Germany	6.2	3.8	18	5

Foreign Commercial Representatives

This directory of Commercial Representatives of Foreign Governments, presently in Canada, is introduced as an additional service to the commercial community. It is requested that any changes in the appointments or addresses be forwarded to the Editor, *Commercial Intelligence Journal*.

Argentina—Carlos M. Braceras, Representative of the Argentine Institute of Trade Promotion, 1111 Beaver Hall Hill, Montreal. Telephone—MARquette 2811.

Australia—Clifton J. Carne, Commercial Attaché, Office of the High Commissioner for the Commonwealth of Australia, 114 Wellington Street, Ottawa. Telephone—3-8458.

Belgium—Maurice Heyne, Counsellor, Belgian Embassy, 3540 Mountain Street, Montreal. Telephone—HARbour 0129.

Louis Couvreur, First Secretary, Belgian Embassy, 395 Laurier Avenue East, Ottawa. Telephone—4-2060.

Brazil—Caio de Lima Cavalcanti, Commercial Counsellor, Brazilian Embassy, 140 Wellington Street, Ottawa. Telephone—5-1485.

A. G. de Miranda Netto, Commercial Attaché, Brazilian Embassy, 140 Wellington Street, Ottawa. Telephone—5-1485.

British West Indies and British Guiana—C. Rex Stollmeyer, Trade Commissioner, 37 Board of Trade Building, Montreal. Telephone—PLateau 8282.

Chile—Carlos Crocharé, Second Secretary, Chilean Embassy, Room 215, 56 Sparks Street, Ottawa. Telephone—5-4402.

China—There is no commercial representative in Canada. All commercial matters are handled by the Chinese Embassy in Washington.

Cuba—His Excellency Dr. Mariano Brull, Minister, Cuban Legation, 499 Wilbrod Street, Ottawa. Telephone—5-6834.

Czechoslovakia—Dr. Karel Sakh, Counsellor and Chargé d'Affaires, 171 Clemow Avenue, Ottawa. Telephone—2-1545.

Denmark—Viggo Theis-Nielsen, Vice-Consul, Danish Consulate General, Room 812 Keefer Building, 1440 St. Catherine Street West, Montreal. Telephone—PLateau 2030.

Dominican Republic—Julio A. Ricart, Consul-General, 46 Delaware Avenue, Ottawa. Telephone—2-1130.

France—Bernard Lechartier, Commercial Counsellor and Financial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.

Jacques Humbert, Commercial Attaché, French Embassy, 464 Wilbrod Street, Ottawa. Telephone—3-5681.

Gérard Dubois, Commercial Attaché, French Embassy, 610 St. James Street West, Montreal. Telephone—HARbour 2271.

Greece—Pami Malamaki, Commercial Counsellor, Greek Embassy, Suite 110, Chateau Laurier, Ottawa. Telephone—5-2255.

Haiti—Philippe Cantave, Consul-General, Room 308, 18 Rideau Street, Ottawa. Telephone—2-1272.

India—M. R. Ahuja, Trade Commissioner, Royal Bank Building, Toronto. Telephone—ELgin 3223.

Ireland—John M. Conway, Official Secretary, Office of the High Commissioner for Ireland, 140 Wellington Street, Ottawa. Telephone—3-6281.

Italy—Pietro Migone, Second Assistant to the Representative of Italy (Personal rank of Vice-Consul), 384 Laurier Avenue East, Ottawa. Telephone—2-8761.

Mexico—Consul-General, Room 507, 1410 Stanley Street, Montreal. Telephone—LANcaster 2502.

Netherlands—E. L. Hechtermans, Commercial Secretary, Netherlands Legation, 8 Range Road, Ottawa. Telephone—4-3312.

Dr. A. S. Tuinman, Agricultural Attaché, Netherlands Legation, 8 Range Road, Ottawa. Telephone—2-4142.

New Zealand—J. A. Malcolm, Trade Commissioner, 140 Wellington Street, Ottawa. Telephone—3-7771.

A. W. Broadbent, Assistant to the Trade Commissioner, 140 Wellington Street, Ottawa. Telephone—3-7771.

Norway—Knut Orre, First Secretary, Norwegian Legation, 1410 Stanley Street, Montreal. Telephone—PLateau 9785.

Peru—Francisco Pardo de Zela, Commercial Attaché, Peruvian Embassy, 36 Elgin Street, Ottawa. Telephone—5-7201.

Poland—T. Wiewiorowski, Commercial Attaché, Polish Legation, 183 Carling Avenue, Ottawa. Telephone—2-4076.

Sweden—B. G. Järndstedt, Second Secretary, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.

C. H. Nauckhoff, Attaché, Swedish Legation, 720 Manor Road, Rockcliffe Park (Ottawa). Telephone—2-1729.

- Switzerland**—Walter E. A. Jaeggi, Secretary, Swiss Legation, Room 252, Chateau Laurier, Ottawa. Telephone—2-5455.
 E. R. Zuerrer, Swiss Office for the Development of Trade, 159 Bay Street, Toronto. Telephone—ELgin 2959.
- Turkey**—Rifki Zorlu, Counsellor, Turkish Legation, Room 560, Chateau Laurier, Ottawa. Telephone—3-4701.
- Union of South Africa**—Herbert Neethling, Secretary, Office of the High Commissioner for the Union of South Africa, 15 Sussex Street, Ottawa. Telephone—2-1771.
- Union of Soviet Socialist Republics**—N. I. Betin, Acting Commercial Counsellor, Soviet Embassy, 24 Blackburn Avenue, Ottawa. Telephone—5-1824.
- United Kingdom of Great Britain and Northern Ireland**—A. M. Wiseman, C.M.G., M.C., United Kingdom Senior Trade Commissioner and Economic Adviser to the High Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.
 A. R. Bruce, Trade Commissioner, 56 Sparks Street, Ottawa. Telephone—3-8814.
 R. K. Jopson, O.B.E., Trade Commissioner, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.
 W. D. Lambie, Trade Commissioner for the Maritime Provinces, 1111 Beaver Hall Hill, Montreal. Telephone—HARbour 2257.
 J. Paterson, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ELgin 5588.
 A. P. Timms, Trade Commissioner, 67 Yonge Street, Toronto. Telephone—ELgin 5588.
 D. Broad, Trade Commissioner, 703 Royal Bank Building, Winnipeg. Telephone—9-2956.
 H. Oldham, Trade Commissioner, 850 West Hastings Street, Vancouver. Telephone—PACific 4644.
- United States of America**—Colonel Henry M. Bankhead, Counsellor for Economic Affairs, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
 Homer S. Fox, Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
 Meade T. Foster, Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
 Oliver B. North, Assistant Commercial Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
 Joseph L. Dougherty, Assistant Agricultural Attaché, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
 Terry B. Sanders, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
 Paul F. DuVivier, Third Secretary, United States Embassy, 100 Wellington Street, Ottawa. Telephone—2-2611.
- Yugoslavia**—Pero Cabrié, Chargé d'Affaires, 259 Daly Avenue, Ottawa. Telephone—5-4966.

New Shipping Services Inaugurated

The arrival of the Montship Lines S.S. *Mont Gaspe* from the Mediterranean with a large import cargo of Italian marble, wines, Turkish figs and raisins, in addition to general merchandise, opens Montreal Shipping Company's winter season at Saint John, N.B. Montreal Shipping Company will soon inaugurate three new shipping services at the port of Saint John. They are Canada Continental Line Limited, with twice-monthly sailings to France, Belgium, Holland and Germany, and Canada South Africa Line, with monthly sailings to South African ports. Moore-McCormack Lines Inc. have appointed Montreal Shipping Eastern Canadian agents for the extension of their South American service and soon commence monthly sailings to Brazil, Uruguay and the Argentine.

French Railroads Offer Special Rates for Lyons Fair

Special facilities for the Lyons Trade Fair, April 12-21, 1947, are being granted by the French National Railroads. Merchandise and articles for exhibits will be shipped from the port of arrival to Lyons at ordinary freight rates. Merchandise being returned to the country of origin will be shipped by rail to the port of embarkation free of charge.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that, in making shipments to countries outside the sterling area, they are normally required to obtain payment in United States dollars, and to sell these to the Foreign Exchange Control Board. Sterling and many of the non-sterling area currencies quoted below cannot be converted into United States dollars to comply with this requirement. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, when the transaction involves a currency other than United States dollars, and the country concerned is outside the sterling area.

Country	Monetary Unit		Nominal Quotations Dec. 16	Nominal Quotations Dec. 23
Argentina.....	Peso	Off.	·2977	·2977
		Free	·2440	·2440
Australia.....	Pound	....	3·2160	3·2240
Belgium and Belgian Empire.....	Franc	....	·0227	·0228
Bolivia.....	Boliviano	....	·0238	·0238
British West Indies (except Jamaica).....	Dollar	....	·8396	·8396
Brazil.....	Cruzeiro	....	·0541	·0541
Chile.....	Peso	Off.	·0517	·0517
		Export	·0400	·0322
China.....	Dollar	....	·0003	·0003
Colombia.....	Peso	....	·5698	·5714
Cuba.....	Peso	....	1·0000	1·0000
Czechoslovakia.....	Koruna	....	·0200	·0200
Denmark.....	Krone	....	·2087	·2083
Ecuador.....	Sucre	....	·0740	·0740
Egypt.....	Pound....	....	4·1333	4·1333
Erie.....	Pound	....	4·0300	3·6306
Fiji.....	Pound	....	3·6363	3·6363
Finland.....	Markka	....	·0073	·0073
France and French North Africa.....	Franc	....	·0084	·0084
French Empire—African.....	Franc	....	·0143	·0142
French Pacific Possessions.....	Franc	....	·0202	·0201
Haiti.....	Gourde	....	·2000	·2000
Hong Kong.....	Dollar	....	·2513	·2518
Iceland.....	Krona	....	·1545	·1541
India.....	Rupee	....	·3022	·3022
Iraq.....	Dinar	....	4·0300	4·0300
Italy.....	Lira	....	·0044	·0044
Jamaica.....	Pound	....	4·0300	4·0300
Mexico.....	Peso	....	·2058	·2059
Netherlands.....	Florin	....	·3780	·3769
Netherlands East Indies.....	Florin	....	·3766	....
Netherlands West Indies.....	Florin	....	·5303	·5302
New Zealand.....	Pound	....	3·2402	3·2402
Norway.....	Krone	....	·2020	·2015
Palestine.....	Pound	....	4·0300	4·0300
Peru.....	Sol	....	·1550	·1538
Philippines.....	Peso	....	·5000	·5000
Portugal.....	Escudo	....	·0403	·0403
Siam.....	Baht	....	·1000	·1000
Spain.....	Peseta	....	·0916	·0916
Straits Settlements.....	Dollar	....	·4702	·4701
Sweden.....	Krona	....	·2783	·2783
Switzerland.....	Franc	....	·2325	·2325
Turkey.....	Piastre	....	·0035	·0035
Union of South Africa.....	Pound	....	4·0300	4·0300
United Kingdom.....	Pound	....	4·0300	4·0300
United States.....	Dollar	....	1·0000	1·0000
Uruguay.....	Peso	Controlled	·6583	·6583
		Uncontrolled	·5629	·5629
Venezuela.....	Bolivar	....	·2985	·2985

Foreign Trade Service Directory

Personnel of the Foreign Trade Service, to whom requests should be addressed for specific information concerning their respective divisions, with local government telephone numbers, are as follows:

Trade Commissioner Service—Director, G. R. Heasman (2530); Assistant Director, H. W. Cheney (3058); Assistant Director (area sections), G. A. Newman (5983).

Export Division—Director, W. F. Bull (6748); Assistant Director (Acting), G. A. Newman (5983); Assistant to Director, A. E. Fortington (5670).

Commodity Officers—

Token Shipments to U.K.—A. E. Fortington (5670).

Foods Section—

Live stock and products, fish and products, H. A. Gilbert, Chief (2380).
Plants and products, G. F. Clingan (7523).
Food allocations, K. L. Melvin (3172).

Machinery, Metals and Chemicals Section—

Machinery and industrial equipment, C. J. Gardner, Chief (4082).
Iron and steel products, E. L. Smith (4082).
Non-ferrous metals and non-metallic minerals, A. M. Tedford (4863).
Chemicals and allied products, S. G. Barkley (7601).
Electrical machinery and equipment, A. S. MacRae (7601).
Automotive equipment and vehicles, B. R. Hayden (7886).

Textiles, Leather and Rubber Section—

Textiles and apparel, G. R. Poley, Chief, and J. U. Curtis (3004).
Leather, rubber and products, Miss M. A. Wood (3004).

Wood and Paper Section—

Wood and products, G. H. Rochester, Chief (4863).
Paper and products, E. Clarke and N. R. Chappell (6974).

General Products Section—

General products, W. H. Grant, Chief (3209).
Miscellaneous products, P. G. Jones (4160).
Durable consumer-goods, W. H. Grant (3209).

Exporters' Directory—E. B. H. Wright (6681).

Export Permit Branch—Chief, W. F. Bull (6748); Assistant Chief, T. G. Hills (3640).

Import Division—Director, Denis Harvey (5417); Assistant Director, C. F. McGinnis (7163).

Raw Materials Section—Chief, C. F. McGinnis (7163); (Supply Research), A. C. Fairweather (6905). P. E. Jensen (6958), and M. C. Hughes (6958); (Trade Controls), W. G. Hopkins (6552).

Manufactured Goods Section—H. B. Scully and G. C. Clarke (6519).

Trade Services Directory—A. J. Langdon (6905).

Canadian Importers' Directory—Miss M. E. Adams (6552).

Wheat and Grain Division—Director, C. F. Wilson (5648); Assistant to the Director, J. B. Lawrie (5830).

Commercial Relations Division—Director, H. R. Kemp (5151). Foreign Tariffs Branch, G. C. Cowper (2250).

Industrial Development Division—Director, G. D. Mallory (3819)

Trade Publicity Division—Director, B. C. Butler (2479); Assistant Director and Supervisor of Publications, J. Fergus Grant (2186); News Service, Chief, S. L. Tilley (6588).

Foreign Trade Service

The Foreign Trade Service, whose function is the maintenance and promotion of trade between Canada and other countries, consists of seven divisions, as follows:—

Trade Commissioner Service.—Consists of administrative officers in Ottawa and Canadian Trade Commissioners in thirty-three British and other countries, as listed on the last two pages of this publication. Where Canada has a diplomatic mission trade commissioners are attached to the embassy staff, with the rank of Commercial Counsellor or Commercial Secretary. Assistant Trade Commissioners are appointed to offices abroad to assume some of the responsibilities, and to familiarize themselves with the duties of a trade commissioner.

Trade Commissioners promote the trade of Canada by forwarding information to headquarters in Ottawa concerning the requirements of their respective territories, the type of commodities needed, competition to be met, methods of packing and shipping, trade and tariff regulations affecting Canadian products. They also submit inquiries for Canadian goods after investigating the status of the importer concerned. They now assist Canadian importers who require information on commodities available in their respective territories, prices, packing methods, sources of supply, etc. Periodic reports are prepared by trade commissioners on commercial conditions, finance, trade, transportation, markets for particular commodities and related subjects. These are reproduced in the *Commercial Intelligence Journal*, together with news items concerning tariff changes and special activities or developments within the territories concerned.

The headquarters staff includes, besides the Director and his administrative personnel, officers in charge of area desks. They are familiar with the territories for which they are responsible, and furnish information to Canadian exporters and importers. These officers pass on suggestions from the trade commissioners to interested individuals and firms in Canada.

Export Division.—Consists of a group of commodity specialists, in direct contact with Canadian industry, who supply information and render assistance with respect to the particular commodities or groups of commodities for which they are responsible. It includes the Export Permit Branch in order to ensure the co-ordination of its work with the issuance of export permits so long as these wartime controls remain.

Import Division.—Assists Canadian importers in the procurement of necessary and desirable imports. It is also responsible for shipping space for Canadian imports affected by shipping priorities still in existence, and for seeing that Canada receives its share of commodities subject to international allocation.

Wheat and Grain Division.—Deals with the special problems of the grain trade and milling industry, domestically as well as in foreign trade.

Commercial Relations and Foreign Tariffs Division.—Records and supplies information with respect to the tariffs and import regulations of British and foreign countries and prepares data necessary for the revision or negotiation of trade agreements.

Industrial Development Division.—Continues the Department's work in connection with the establishment of new industries and the study of new products, especially those suitable for export markets.

Trade Publicity Division.—Prepares and edits the *Commercial Intelligence Journal* and all other departmental publications, and is responsible for advertising programs of the Department at home and abroad.

Additional Assistance Available

Additional assistance to exporters and importers is rendered by the following organizations, responsible to the Minister of Trade and Commerce:—

Canadian Commercial Corporation, of which W. D. Low is Managing Director. It serves as a purchasing agent in Canada for governments of other countries and for international bodies, such as UNRRA. Cable address—*Cancomco* (5091).

Export Credits Insurance Corporation, of which H. T. Aitken is General Manager. It provides exporters with protection against the principal risks of loss involved in foreign trade, and insures them against the insolvency of the foreign buyer, protracted default in payment by the buyer when the

goods have been duly accepted by him, and difficulties in the transfer of exchange, preventing the Canadian exporter from receiving payment for goods he has sold. Cable address—*Excredcorp* (2-4828).

Canadian Government Exhibition Commission, of which Glen Bannerman is Director. It assists in advertising the variety and quality of Canadian products at international exhibitions and trade fairs. Individual exporters are given guidance in the display of their commodities in foreign countries (7818).

Canadian Trade Commissioners

The title, Canadian Government Trade Commissioner, should be used in addresses of letters, except where otherwise indicated. Cable address:—

Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

E. H. MAGUIRE, Acting Commercial Secretary, Canadian Embassy, Bartolome Mitre 478, Buenos Aires (1).
Territory includes Uruguay and Paraguay.

Australia

Melbourne: F. W. FRASER, Commercial Secretary for Canada, 44 Queen Street, Melbourne, C.I.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Sydney: C. M. CROFT, Commercial Counsellor for Canada. Address for letters—P.O. Box 3952V. Office—City Mutual Life Building, Hunter and Bligh Streets.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Belgian Congo

L. H. AUSMAN, Boîte postale 373, Leopoldville.

Territory includes Kenya, Uganda, Tanganyika, Angola and French Equatorial Africa.

Belgium

B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 34 Avenue des Arts, Brussels.

Brazil

MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy. Address for letters—Caixa Postal 2164, Rio de Janeiro. Office—Ed. Metrôpole, 7th Floor, Av. Presidente Wilson 165.

W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Caixa Postal 2164, Rio de Janeiro

British West Indies

Trinidad: T. G. MAJOR. Address for letters—P.O. Box 125, Port of Spain. Office—Colonial Life Insurance Building.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

Jamaica: M. B. PALMER. Address for letters—P.O. Box 225, Kingston. Office—Canadian Bank of Commerce Chambers.

Territory includes the Bahamas and British Honduras.

Chile

J. L. MUTTER, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 771, Santiago. Office—Bank of London and South America Building.

Territory includes Bolivia.

China

L. M. COSGRAVE, Commercial Counsellor, 27 The Bund, Shanghai.

Colombia

M. T. STEWART. Address for airmail—Apartado Aereo 3562; for other letters—Apartado 1618, Bogota. Office—Edificio Colombiana de Seguros, Of. No. 523.
Territory includes Republic of Panama and the Canal Zone.

Cuba

R. G. C. SMITH, Commercial Secretary, Canadian Legation. Address for letters—Apartado 1945, Havana. Office—Avenida de las Misiones 17.

Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

R. CAMPBELL SMITH (Acting). Address for letters—P.O. Box 1770, Cairo. Office—22 Shari Kasr el Nil.

Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria, and Iran.

France

YVES LAMONTAGNE, Commercial Secretary, Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Switzerland, Algeria, Morocco and Tunisia.

J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Office—3 rue Scribe, Paris.

Territory includes Belgium, the Netherlands, and Denmark.

Greece

T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Queen Vassilissis Sophias Street, Athens.

Territory includes Turkey.

Guatemala

C. B. BIRKETT. Address for letters—P.O. Box 400, Guatemala City.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

C. R. GALLOW (Acting). Address for letters—P.O. Box 126.

India

G. A. BROWNE (Acting). Address for letters—P.O. Box 886, Bombay. Office—Gresham Assurance House, Mint Road.

Territory includes Burma and Ceylon.

Ireland

H. L. E. PRIESTMAN, 66 Upper O'Connell Street, Dublin, and 36 Victoria Square, Belfast.

Italy

J. P. MANION, Canadian Commercial Representative. Address for letters—Casella Postale 475, Rome.

Territory includes Czechoslovakia, Malta, Yugoslavia, and Libya.

Canadian Trade Commissioners

Malayan Union

ARTHUR WILDING, Canadian Commercial Agent, Room D-2, Union Building, Singapore.

Territory includes Singapore, British North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Mexico

D. S. COLE, Commercial Counsellor, Canadian Embassy. Address for letters—Apartado Num. 126-Bis, Mexico City. Office—Edificio Internacional, Paseo de la Reforma 1, 13th Floor.

Netherlands

J. A. LANGLEY, Commercial Counsellor, Canadian Legation, 1-A Sophialaan, The Hague.

Newfoundland

J. C. BRITTON. Circular Road, St. John's.

New Zealand

P. V. McLANE, Commercial Secretary for Canada. Address for letters—P.O. Box 1660, Wellington.

Territory includes Fiji and Western Samoa.

Norway

S. G. MacDONALD, Commercial Secretary, Canadian Legation. Address for letters—Fridtjof Nansens Plass 5, Oslo.

Territory includes Denmark.

Peru

W. G. STARK, Commercial Secretary, Canadian Embassy. Address for letters—Casilla 1212, Lima. Office—Edificio Boza, Carabaya 831, Plaza San Martin.

Territory includes Ecuador.

Portugal

L. S. GLASS, Rua Rodrigo da Fonseca 103-4°, Lisbon.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands, and Gibraltar.

South Africa

Johannesburg: J. H. ENGLISH, Commercial Counsellor for Canada. Address for letters—P.O. Box 715. Office—Mutual Buildings, Harrison Street.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, and Nyasaland.

Cable address, *Cantracom*.

Cape Town: S. V. ALLEN, Commercial Secretary for Canada. Address for letters—P.O. Box 683. Office—New South African Mutual Buildings, 21 Parliament Street.

Territory includes Cape Province, Orange Free State and South-West Africa, Mauritius, and Madagascar.

Cable address, *Cantracom*.

Sweden

F. H. PALMER. Address for letters—P.O. Box 14042, Stockholm 14.

Territory includes Finland.

Cable address, *Canadian Stockholm*.

United Kingdom

London: A. E. BRYAN, Commercial Counsellor for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, *Sleighting, London*.

London: R. P. BOWER, Commercial Secretary for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia, and British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, *Sleighting, London*.

London: W. B. GORNALL, Commercial Secretary for Canada (Agricultural Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, *Canfrucum*.

London: Acting Animal Products Trade Commissioner, Canada House, Trafalgar Square, S.W.1.

Cable address, *Agrilson*.

London: R. D. ROE, Commercial Secretary for Canada (Timber Specialist), Canada House, Trafalgar Square, S.W.1.

Cable address, *Timcom, London*.

Liverpool: M. J. VECHSLER, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England, and Wales.

Glasgow: G. B. JOHNSON, 200 St. Vincent Street.

Territory covers Scotland.

Cable address, *Cantracom*.

United States

Washington: H. A. SCOTT, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue N.W., Washington, D.C.

New York City: J. A. STRONG, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, *Cantracom*.

Chicago: J. M. BOYER, Suite 1607, 188 W. Randolph Street, Chicago 1.

Los Angeles: V. E. DUCLOS, Associated Realty Building, 510 West Sixth Street.

Venezuela

C. S. BISSETT. Address for letters—8° Piso, Edif. America, Esq., Veroes, Caracas.

Territory includes Netherlands West Indies.

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OTTAWA: Printed by EDMOND CLOUTIER, C.M.G., B.A., L.Ph., Printer to the King's Most Excellent Majesty, 1947.

471685
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 Can Commercial intelligence journal.
 T vol.75 (July/Dec 1946)

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